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# FREIGHT CLASSIFICATION

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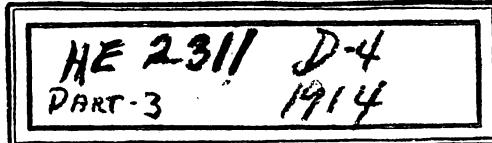
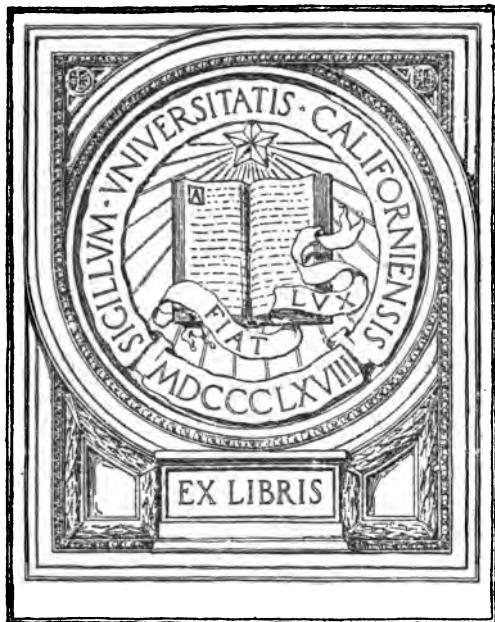
JOHN P. CURRAN  
Of the Central Freight Association

PART 3  
EXCEPTIONS AND USE  
UNIFORM CLASSIFICATION  
PRINCIPLES

LA SALLE EXTENSION UNIVERSITY

(Non-Resident Institute)

CHICAGO







# FREIGHT CLASSIFICATION

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## CHAPTER XIII

### EXCEPTIONS TO THE CLASSIFICATIONS

As already indicated in the preceding chapters, there are many items throughout the body of the classification which have requirements or notes attached to them that remove, partly or wholly, the application of some of the general rules, and these might be considered as exceptions to the classification. This term is used, however, to designate separate publications or, in the case of the Southern Classification, a separate section wherein are contained ratings, rules, and regulations which take precedence over, and are applied independently of, the corresponding rule, rating, or regulation contained in the classification.

#### 1. OFFICIAL CLASSIFICATION TERRITORY

Exceptions to the Official Classification are published by the Central Freight Association for the account of many of the lines in that territory, although there are some lines in the territory which have not as yet adopted this issue and which continue to issue individual publications. In Trunk Line and New England territories also, the carriers either publish their exceptions in individual issues or include in their tariffs such exceptions as they may make. The Official Classification Committee (although the contrary might be inferred) publishes no exceptions.

**2. SOUTHERN CLASSIFICATION TERRITORY**

There are quite a number of exceptions to the Southern Classification, practically every carrier and state establishing them. These are published in, and as a separate section of, the Southern Classification, each carrier's and state's exceptions being given a number, designated as note number. These exceptions apply only when referred to in the tariffs. There are 89 of these notes in Southern Classification No. 40. These exceptions include those of Florida and Georgia, the commission of South Carolina, and the South-Eastern Mississippi Valley Association, those of the latter being applicable to certain junction points, such as the Western Tennessee Junction points, and to the several carriers operating in Southern Classification Territory. The Georgia exceptions, as shown in note 20, include the complete classification as published by the Railroad Commission of Georgia. The South Carolina exceptions, as shown in note 53, and the Florida exceptions, as shown in note 19, show only those items that differ from the Southern Classification.

**3. WESTERN CLASSIFICATION TERRITORY**

The exceptions to the Western Classification are published, for the most part, by the various freight committees of the carriers and are regional in their application. The Western Trunk Line Association, through their agent, issues exceptions to the Western Classification which apply to interstate shipments in Western Trunk Line Territory. It also issues exceptions applicable within the state of Minnesota. The Trans-Missouri

Freight Bureau publishes exceptions to the Western Classification applicable to traffic moving under the tariffs of that association, while the South-Western Tariff Committee issues three different exceptions to the Western Classification on traffic (1) to and from points in Oklahoma, (2) to and from points in Arkansas, Louisiana, and certain points in Oklahoma, and (3) originating at or destined to points in Louisiana, Texas, and the Republic of Mexico, also Texarkana, Ark.-Tex.

The Pacific Freight Bureau publishes exceptions to the Western Classification applicable to traffic in its territory. The Trans-Continental Freight Bureau publishes tariffs that in themselves contain rules, etc., which are, in a number of cases, exceptions to the Western Classification. Exceptions are also published applicable to traffic to and from New Mexico and Arizona.

#### 4. STATE CLASSIFICATIONS

As stated in an earlier chapter, the following nine states prescribe classifications for freight: Florida, Georgia, Illinois, Iowa, Mississippi, Nebraska, North Carolina, Texas, and Virginia. South Carolina publishes exceptions to the Southern Classification, and Arkansas prescribes exceptions to the Western. Six of these are in Southern Classification Territory and five in Western. The South Carolina Commission authorizes the use of the Southern Classification as a basis for the classification of South Carolina and makes only a small number of exceptions. Nine of the remaining ten states publish outright a classification covering freight moving wholly within the state.

While such a classification applies on traffic moving

wholly within the state, it should be understood that, on interstate shipments moving on combination rates that break at the border or at some point within the state, the movement from the rate-breaking point to the destination (if it be within the state) subjects that portion of the haul to the requirements of the state classification. In this sense the state classifications may be looked upon as exceptions to the interstate classifications.

The purpose to be attained in the issuance of exceptions in general may be said to be (1) to adjust some rule, regulation, or rating of the classification which when applied to a specific commodity retards the movement by producing unduly high rates or on the other hand is not remunerative as far as the carrier is concerned, (2) to consolidate conveniently, for their agents and the public, in one publication, such general rules and regulations relative to special services as are agreed upon by carriers, and (3) to establish a basis for rates upon some commodities that can be made with relation to certain specifically published rates. The aim, in general, is to provide a basis that the traffic can move on and to encourage manufacturers to seek markets beyond their immediate vicinity.

##### 5. METHOD OF MAKING EXCEPTIONS

In submitting a proposition involving an exception to the classification or the establishment of commodity rates, the procedure followed in the Central Freight Association may be taken as illustrative of the general practice.

A manufacturer of bamboo furniture at Buffalo, N. Y., concludes that he could work up trade in Chicago if he

could have rates less than those based on the Official Classification. The railroads will do nothing independently of one another; so the manufacturer obtains assurances from each one of the carriers which can handle traffic from Buffalo to Chicago that he is agreeable to a proposition which will provide a basis lower than the classification in order to assist him to do business with the trade in Chicago. A specific proposition somewhat as follows is presented by one of the railroads to the Chairman of the Central Freight Association:

This is to advise of our intention to publish rates as follows, effective on legal notice:

On Furniture from Buffalo, N. Y., to Chicago, Ill.

Bamboo Music Stands or Racks, crated or boxed, third class,

C. L. minimum weight as per the current Official Classification.

The present basis, as per the current Official Classification, is second class, minimum C. L. weight 10,000 pounds, subject to Rule 27.

A canvass of the situation is made by the Chairman of the Central Freight Association by submitting the proposition to all interested lines, and, if no opposition is noted, he so advises the proponent, and the lines then proceed to the publication of the rates in tariffs and carry in their "Exceptions" an item showing that the basis on bamboo music stands or racks, crated or boxed, is Buffalo to Chicago, third class, minimum weight, as per the current Official Classification.

The manufacturer develops considerable trade at Chicago and finds that he can market his product to advantage at St. Louis also on the basis of the third-class rate; so he again seeks the aid of the carriers to extend the

basis to St. Louis. The carriers, desirous of carrying all the freight they can, probably conclude that the basis may as well be established not only to St. Louis, but to all points in the territory; so a general exception is published and, if furniture manufacturers at other points take up the production of bamboo music racks, similar exception is made for them.

#### 6. GENERAL EXCEPTIONS

General exceptions are published in all territories on some specific commodities. Brick, cement, grain, lumber, packinghouse products, and stone are some of the articles on which the carriers have departed from the classification basis almost to the extent of making a specified class on these different articles.

Some general exceptions are made by changing the class or rating and not disturbing the weight prescribed by the classification. Other exceptions provide for a carload minimum weight different from that prescribed by the classification with no change in class or rating. Still other exceptions are published which change both class and weight from the basis of the classification.

There are exceptions which provide for free transportation of attendants in charge of property. There are others which provide that certain rules of the classification will not apply on certain traffic and at specific points on the line of certain carriers.

The exceptions are not as stable as the classification proper, and what might illustrate, in a high degree, an exception of today would not be illustrative of the practice some time hence. The tendency is toward stability and uniformity, and the carriers are bending every effort

to this end. With the aid of the Interstate Commerce Commission, many of the complexities surrounding this important matter are being eliminated.

To enter into a discussion of the many items in even one of these publications would serve but to confuse rather than to enlighten the reader. As the items are themselves sufficiently explicit, an explanation of some of the more important rules occurring in an exception applicable in each of the main classifications will serve the purpose quite as well.

#### 7. EXCEPTIONS TO THE OFFICIAL CLASSIFICATION

One of the most important features of the Exceptions is that it is, in a sense, a commodity tariff containing rates. While these do not become specific until applied to a scale of rates published in a tariff containing class rates, they are nevertheless the rates that are used.

A table appears in the Exceptions giving rates from 2 to 40 cents, including half cents as well, and showing opposite each of the rates 60%, 65%, 70%, 73.33%, 75%, 80%, 83.33%, 85%, 86.66%, 90%, and 126% of its amount. The extract below indicates the manner in which the table is prepared.

When	60%	65%	70%	73.33%	75%	80%	83.33%	85%	86.66%	90%	126%
15	9	9½	10½	11	11	12	12½	12½	13	13½	19
15½	9½	10	11	11½	11½	12½	13	13	13½	14	19½
18	11	11½	12½	13	13½	14½	15	15½	15½	16	22½
18½	11	12	13	13½	14	15	15½	15½	16	16½	23½
21	12½	13½	14½	15½	15½	17	17½	18	18	19	26½

The items following this table are some that are published in the Exceptions to the Official Classification and

with them are reproduced the corresponding item of the classification.

\* ACID:

MURIATIC:	L. C. L.	C. L.
In asphaltum lined wooden tank cars .....	....	5
SULPHURIC, OR OIL OF VITRIOL:		
In tank cars .....	....	5

Minimum Weights as per Official Classification (except as otherwise specified).      Rates Applicable.      Territories Applicable.

† Acid, Muriatic and Sulphuric, C. L., in tank cars.....	90% of 5th Class, but not less than 6th Class.	A
--	--	---

\* ARSENIC:

CRUDE:	L. C. L.	C. L.
In sealed cans or cartons in barrels or boxes.....	2	....
In bulk in paper-lined tight barrels, lining sealed.....	2	....
In packages named, C. L., min. wt. 30,000 lbs.....	....	4

Minimum Weights as per Official Classification (except as otherwise specified).      Rates Applicable.      Territories Applicable.

† Arsenic, Crude, and Arsenic, White, in barrels, C. L., minimum weight 50,000 lbs., when originating at points in Colorado, Montana and Utah .....	83.33% of 6th Class.
---	----------------------

\* This item is reproduced from the Official Classification.

† This item is reproduced from Exceptions to the Official Classification.

## EXCEPTIONS

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* ASPHALTUM, N. O. S., and AS- P H A L T U M S U B S T I- TUTES, N. O. S.:	L. C. L.	C. L.
In jacketed cans, loose.....	1	....
In cans, crated or boxed (C. L., min. wt. 36,000 lbs.).....	3	5
In kegs, bags, cakes, bbls. or iron drums (C. L., min. wt. 36,000 lbs.) .....	4	6
In tank cars.....	....	6
Minimum Weights as per Official Clas- sification (except as otherwise specified).	Rates Applicable.	Territories Applicable.
† Asphaltum, N. O. S., in Official Classification, Asphaltum Substi- tutes, N. O. S., in Official Classi- fication, in barrels, cakes, drums (iron), sacks, or in tank cars, minimum weights: In pack- ages specified, 40,000 lbs.; in tank cars, as per Official Classi- fication .....	90% of 6th Class.	A
* SODA (SODIUM):	L. C. L.	C. L.
NITRE CAKE (CRUDE BI-SUL- PHATE OF SODA):		
In bags or barrels.....	4	....
In packages or in bulk, C. L., min. wt. 40,000 lbs.....	....	6

Minimum Weights as per Official Clas-  
sification (except as otherwise specified).      Rates  
Applicable.      Territories  
Applicable.

† Cake, Nitre, C. L., minimum weight  
40,000 lbs. ....      From Cleve-  
land, O., to  
6th Class.      Territory A.

\* This item is reproduced from the Official Classification.

† This item is reproduced from Exceptions to the Official Classifica-  
tion.

* BAGS:	L. C. L.	C. L.
PAPER:		
<u>Crinkled:</u>		
In bales, boxes, bundles or crates .....	1	....
In packages named, C. L., min. wt. 12,000 lbs. (sub- ject to Rule 27) .....	....	3
Moth, in boxes or crates.....	2	....
Other than Crinkled or Moth:		
Printed:		
In bales, boxes, bundles or crates .....	3	....
In packages named, C. L., min. wt. 36,000 lbs.....	....	5
Not printed:		
In bales, boxes, bundles or crates .....	3	....
In packages named, C. L., min. wt. 36,000 lbs.....	....	5

Minimum Weights as per Official Clas- sification (except as otherwise specified).	Rates Applicable.	Territories Applicable.
--	----------------------	----------------------------

† Bags, Paper, C. L.....	6th Class.	A and B
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* STONE:	L. C. L.	C. L.
----------	----------	-------

FLUXING OR LIMESTONE:

In packages .....	4	....
Min. wt. 40,000 lbs.....	....	6

Minimum Weights as per Official Clas- sification (except as otherwise specified).	Rates Applicable.	Territories Applicable.
--	----------------------	----------------------------

† Limestone, Agricultural, C. L., minimum weight 50,000 lbs.....	60% of the 6th Class rates.	A
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\* This item is reproduced from the Official Classification.

† This item is reproduced from Exceptions to the Official Classifica-  
tion.

* BINDERS' BOARD:	L. C. L.	C. L.
(C. L., min. wt. 36,000 lbs.) ....	3	5

**PULPBOARD, VIZ.:**

BOXBOARD, CHIPBOARD, NEWS-  
BOARD, STRAWBOARD, WOOD-  
PULPBOARD, OR PAPERSTOCK-  
BOARD, plain or water-  
proofed, paper-lined, pulp-  
lined, or not lined, not  
coated:

Not Corrugated nor Indented:		
In boxes, bundles, crates or		
rolls .....	3	....
In packages named, straight		
or mixed C. L., min. wt.		
36,000 lbs. ....	....	5

BOXBOARD, CHIPBOARD, NEWS-  
BOARD, STRAWBOARD, WOOD-  
PULPBOARD OR PAPERSTOCK-  
BOARD, surface clay-coated  
or glazed (C. L., min. wt.  
36,000 lbs.) .....

3	5
---	---

Minimum Weights as per Official Classi- fication (except as otherwise specified).	Rates	Territories
	Applicable.	Applicable.

† Board, viz.: Binder's, Box, Chip, Straw or Woodpulp, in straight or mixed carloads (will not ap- ply when such articles are cor- rugated or indented). Minimum weight 40,000 lbs.....	83.33% of	A
	6th Class.	

\* This item is reproduced from the Official Classification.

† This item is reproduced from Exceptions to the Official Classifica-  
tion.

## \* LIVE STOCK:

L. C. L.

C. L.

Domestic Animals, Carloads, subject to rates and regulations of individual carriers, also subject to the Uniform Live Stock Contract ..... ....

Minimum Weights as per Official Classification (except as otherwise specified). Rates Applicable. Territories Applicable.

† Live Stock, C. L., subject to rules, conditions and special instructions shown in Official Classification and this tariff.

Horses and Mules.....	2nd Class.	A and B
Sheep and Calves.....	3rd Class.	
Hogs .....	4th Class.	
Cattle .....	5th Class.	

## \* GYPSUM, CRUDE:

L. C. L.

C. L.

In bags, barrels or boxes.....	4	....
In packages or in bulk, C. L., min. wt. 40,000 lbs.....	....	6

Minimum Weights as per Official Classification (except as otherwise specified). Rates Applicable. Territories Applicable.

† Rock, Gypsum, Crushed (not ground), and Rock, Gypsum, Run-of-mine, C. L., minimum weight marked capacity of car.. 73.33% of 6th Class rates. From Cas-talia, Ohio, to A.

\* This item is reproduced from the Official Classification.

† This item is reproduced from Exceptions to the Official Classification.

For example, assume that the rates between two given points are as follows:

Class .....	1	2	3	4	5	6
Rate .....	45	39	30	21	18	15

If these rates are published in a tariff stating on its title page that it is governed by these exceptions, there will be established automatically on the above commodities rates based on the percentages shown of the stated class rates. For instance, the rates on asphaltum under the Exceptions would be 13½ cents per 100 pounds instead of 15 cents, as provided in the Official Classification. This method of publishing rates is finding favor and is used whenever possible by the Central Freight Association, for in a small item of the kind above shown it is possible to establish commodity rates between all points from and to which class rates are published without publishing a separate tariff on each commodity.

Observe, by comparison of the items of the Exceptions with those of the Official Classification, that important differences are made as to packing and other shipping requirements. The item covering paper bags in the Exceptions is without reservation and any and all kinds of paper bags could be shipped under this item. Note also that the Official Classification provides no ratings on carload shipments of live stock or domestic animals, but that it refers to the individual tariffs and regulations of the individual carriers. While many commodity tariffs are issued which name rates on carload shipments of live stock, these are restricted in a measure to and from points between which there is a regular movement of this class of traffic, and, between other points, shipments are handled on the class-rate basis established by the Exceptions to the Classification. There are so many rules and regulations affecting the transportation of shipments of this character, such as charges for bedding cars, stopping to feed and water or rest, loading and unloading charges, and so forth, that it is a convenience to the

shipping public to have as many as possible included in a single tariff.

Special attention is called to the application of these special ratings, as they vary in a great many instances either as to the points from or to which the rating applies. This information is shown in items corresponding with the letters shown in the column "Territories Applicable." The following excerpt occurs under the head of Territory A.

GENERAL APPLICATION OF TARIFF.

Important.—Wherever, in this publication, a territorial application is given as being "Between all points on ..... R. R." or "Between all points within the state (or states) of .....," it is understood that such application is governed by and restricted to the provisions of the general application shown below.

TERRITORY A.

Items herein shown as being applicable in "Territory A" will apply:

Section No. 1 (See Exceptions, Part 1).

Part	From	To
A	All points in Central Freight Association territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-A, I. C. C. No. 381, Eugene Morris, Agent.	All points in Central Freight Association territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-A, I. C. C. No. 381, Eugene Morris, Agent.

*(a) Exceptions to General Rules and Regulations*

There are so many rules and individual exceptions contained in this issue that only a very general summary

of them can be given. They are contained in a separate section of the issue and cover reduced ratings on fair exhibits, empty returned carriers, loading and unloading freight, icing charges for various kinds of property, rules pertaining to the shipments of live stock, minimum charge, prepayment, rental charges for various kinds of equipment, such as fruit, Palace, and stock and poultry cars, etc. The following is a representative item.

#### MINIMUM CHARGE BETWEEN UNITED STATES AND CANADIAN POINTS

The minimum charge for any shipment of one or more classes between points in Canada and points in the United States will be for 100 lbs. at 1st Class rate, but not less than 50 cents, except that on shipment between points in the United States and points in Canada on the Michigan Central R. R., Chatham, Wallaceburg & Lake Erie R'y, Niagara, St. Catharines & Toronto R'y, Pere Marquette R. R., or Toronto, Hamilton & Buffalo R'y, the minimum charge will be as per Official Classification.

#### 8. EXCEPTIONS TO THE SOUTHERN CLASSIFICATION

The exceptions to the Southern Classification are not published as a separate issue, but they are included in the classification as a distinct section thereof, and grouped therein under a separate heading for each line, state, or association issuing the exceptions, as follows:

##### NOTE 6.

###### ATLANTA AND ST. ANDREWS BAY RAILWAY.

Rates named in current Tariffs, to points indicated by "Note 6" opposite, will be governed by following exceptions to the Classification.

Articles	Class
Bark, Tan, C. L., min. wt. 24,000 lbs.....	O
Barrels, empty, except Ale or Beer, L. C. L.....	4
Brick, fire and common, C. L., min. wt. 30,000 lbs.....	P

Articles	Class
Bones, C. L., min. wt. 24,000 lbs.....	L
Bonedust; same as Fertilizer.	
Bran, wheat or rice, C. L., min. wt. 24,000 lbs.....	O
Live Stock, C. L. (value limited as per current Southern Classification), single deck cars.....	N
Live Stock, double deck cars (value limited as per current Southern Classification), 25 per cent higher than Class N, subject to Rule 24, Southern Classification.	

All of the above items are given lower ratings in this instance than are provided in the classification proper.

These exceptions, as stated in the above excerpt, do not apply except when specific reference is made thereto in the tariff containing the rates. The tariffs usually have a column in connection with the rate scale or a number which indicates an exception, and in such cases the corresponding note should be found in the exception section of the classification.

#### 9. EXCEPTIONS TO THE WESTERN CLASSIFICATION

The exceptions to the Western Classification are published as to form in much the same manner as those for the Central Freight Association lines in Official Classification Territory. It is unnecessary, therefore, to illustrate them by excerpts. Attention must be drawn, however, to the number of these issues that are published by the various associations in this territory.

It is hoped that the importance of these issues will now be fully understood. The absolute necessity in the practical use of a classification is that one should have access to such exceptions to the classification as may be involved in the movement of the shipment.

## CHAPTER XIV

### USE OF THE CLASSIFICATION

#### 1. ARTICLES SPECIFICALLY INDEXED

For the benefit of those who do not possess or have access to a copy of one of the classifications, it may be stated that the classification contains sections which relate to the following and which are set forth in the order given: (1) A list of participating carriers, or lines, for whose account the classification is issued; (2) an index to general rules; (3) an index to articles; (4) rules and special instructions; (5) explanation of characters; and (6) classification and ratings assigned to all articles enumerated.

This arrangement is that prescribed by the Interstate Commerce Commission for issues of this kind. These regulations will be taken up, however, in the treatise on "Publication and Filing of Tariffs."

The index to commodities sets forth in alphabetical order all of the articles which are given ratings in the classification. The following page from the Official Classification is typical of the others. As will be observed, the heading states that articles are indexed under their noun denomination, as acorns, and, where deemed necessary, under their adjective as well. Thus, acetylene gas cylinders appear under "A," cylinders, gas, acetylene, under "C," gas cylinders or tubes under "G," and tubes, gas, acetylene, under "T," each referring to the same item in the body of the classification. This pro-

cedure (cross indexing) is used in order that the index may be as comprehensive as possible and that the users of the classification may not be put to considerable trouble in locating the rating for the article in which they may be interested. The following page is a reproduction of the first page of the Official Classification in the section devoted to ratings. We believe the explanation of the characters and abbreviations used is sufficiently explicit to require no additional remarks.

The symbols used in denoting increases, reductions, and other changes are required by the Interstate Commerce Commission to be shown on all items or articles on which changes are made, either by supplement to the classification or in the reissue of a classification. By the use of the symbols it is very easy, by hurriedly passing through the classification, to distinguish such articles as have been affected by a change, in rating or otherwise.

To illustrate the use of the classification, assume that a dealer in abrasive cloth and paper wishes to ascertain what rating will be applied to his product in carload and less-than-carload quantities. Upon opening the classification at the first of the pages devoted to the index to articles (page 177 of this treatise), he finds the first item thereon reading "Abrasive Cloth or Paper, page 42, item 1." Referring to page 42 of the classification (page 179 of this treatise), he finds that item 1 thereon reads "Abrasive Cloth and Paper." This item, however, carries no ratings. In item 2 are set forth various kinds of abrasive *cloth* with the provision that in boxes, bundles, crates, or rolls, they will take the third-class rating in less-than-carload quantities, and that in these

# INDEX TO ARTICLES.

Articles are specified in this Index under their "Noun" denomination, and where "Nouns" are not deemed sufficiently distinctive, under their "Adjective" also.

"N. O. I. B. N." stands for "Not otherwise indexed by name."

A	Page	Item	Page	Item	Page	Item
Abrasive Cloth or Paper	42		1	Advertising Vans	282	7
Absorbent Cotton	101		18	Wagons	282	10
" Winter	101		18	Window Displays		
Absorbers, Shock, Automobile	62		3	N. O. I. B. N.	44	11
Acetoides Gum	148		13	Adhesive Heads	165	17
Acetate Liquor, crude	42		5	Acetate or Coated, Milk or		
Acetate, Amyl, Ethyl or			4	Cream	44	12
Methyl	42		4	Frames	44	13
Acetate of Aluminum	55		14	Agatite	44	14
" Chromite	92		3	Agar-Agar (Bengal Imitation of		
" Copper	100		19	Ceylon Moss)	246	6
" Iron	175		19	Agate	44	15
" Lead	179		18	Agitator, Clay	193	2 & 10
" Lime	181		19	Agricultural Implements, other		
" Soda	283		2	than Hand, N. O. I. B. N.	40	7
Acetic Acid	42		8	Agol, Impl. and Mach. Parts		
Acetone	42		6	all kinds, N. O. S.	53	2
Acetylene Gas	139		6	and Mach. Stock		
Acetylene Gas Cylinders or			2	or Stuff, N. O. S.	53	3
Tubes	163		2	Articles, N. O. I.		
Acid, Acetic	42		8	B. N.	55	11
" Arsenic	42		9	Ashes	55	12
" Boracic	42		10	Bar	54	18
" Carbolic	42		11	Borings	54	22
" Carbolic	43		1	Cable	54	23-24
" Formic	43		2	Joints	54	25
" Hydrochloric	43		2	Castings, N. O. I.		
" Hydrofluoric	43		2	B. N.	55	1
" Hydrogenosilicic	43		2	Dross	55	12
" Lactic	43		2	Foil or Leaf	123	14
" Muristic	43		2	Grained or Gran-		
" Nitrating (Nitro and			1	ulated	55	2
" Sulphuric mixed)	43		1	Ingot	54	17
" Nitre	43		2	Matting	201	11
" Oxalic	43		2	Paint	219	5
" Phosphate of Lime	181		2	Pig	54	15
" Phosphate (Phosphate			2	Pipe, other than		
" Rock)	225		2	Conductor Pipe	55	3
" Phosphoric, liquid other			2	Pipe, covered or		
" than syrupy	43		2	lined with brass,	55	5
" Phosphoric, solid or			2	copper or steel,	55	5
" syrupy	43		10	Pipe Fittings	55	4
" Pieric	114		11	covered or lined	55	6
" Pyrolygous	44		1	with brass, cop-		
" Stearic	288		1	per or steel,		
" Sulphuric	44		2	Plate	54	19-20
" and Nitric mixed			2	Rivets	55	7
" (Nitrating Acid)	43		3	Rod	54	21
" Tannic	44		4	Scrap	55	8
" Tungetic	272		4	Shapes	54	18
" N. O. I. B. N.	44		5	Sheet	54	19-20
Acid Fish Scrap	120		5	Sheet Stripe	54	20
Acorns	44		14	Skimmings	251	15
Actinolite Ore	215		14	Slab	54	18
Actions, Piano	207		15	Tanks	264	9
Adding Machines	44		16	Tubing, other than		
" Machine Stands	287		16	Conductor Pipe	55	3
Addressing Machines	44		16	Tubing, covered		
" Machine Printing			16	or lined with	55	5
" Plates, Printing			16	brass, copper or		
" Plate Frames or			16	steel		
" Type Holders	236		15	Turnings	54	22
Adhesive Paste	224		15	Ware, undecorated	55	10
Advertising Hams, Artificial	149		15	Wire	55	9
" Matter, printed	44	8 to 10	23			
" Sign-boards	250		3			
" Spools	266		4			

packages they may be shipped in straight or mixed car-loads, carload charges not to be computed on less than 36,000 pounds. Item 3 relates to *paper* coated with the same and other substances as the cloth in item 2. The same ratings and minimum weights are provided for the paper as for the cloth.

Item 1 on page 179 is what is known as a general heading; and, as the occasion demands, similar ones are used throughout the classification as a caption or subject heading under which to arrange in alphabetical order all the individual articles which properly come under this heading.

This general heading is indexed but once. For example, acids are indexed as item 7, page 42, of the classification (page 179 of this treatise), and, while this general heading is repeated on pages 43 and 44, these page numbers are not referred to in the index to articles. By this method, the user of a classification may refer to the general head and then run down the pages scanning the alphabetically arranged list of articles under the head and ascertain the desired rating.

Again, suppose that a dealer in drugs received an order for a quantity of acetone weighing 30,000 pounds. By referring to the index to articles (page 179 of this treatise), he finds that the ratings on this commodity are given on page 42, item 6. Upon referring to that page he finds that when shipped in glass or earthenware, packed in barrels or boxes, it takes a first-class rating, and that when shipped in metal cans in barrels or boxes it takes a second-class rating. These ratings apply on any quantity, for the only carload provision carried in the item is that reading "in iron or steel barrels, minimum weight 30,000 pounds, fifth class." This rating

Property shipped under common carrier's liability and not subject to all the terms and conditions of the Uniform Bill of Lading will be carried under the terms set forth in Rule 1 of this Classification

## CLASSIFICATION.

**EXPLANATION OF CHARACTERS.**—The Class is given opposite each article. 1, 2, R. 25, 3, R. 26, R. 28, 4, 5, and 6, stand for First, Second, Rule 25, Third, Rule 26, Rule 28, Fourth, Fifth and Sixth Classes, respectively. 1½ for Once and a Quarter First Class. 1¾ for Once and a Half First Class. D 1 for Double First Class. 2½ for Twice and a Half First Class. 3 1 for Three Times First Class. 4 1 for Four Times First Class (being the progression of classes above First Class). C. L. for Car Load. L. C. L. for Less than Car Load. S. U. for Set Up. K. D. for Knocked Down. P. P. for Prepaid. N. O. I. B. N. for Not Otherwise Indexed By Name. N. O. S. for Not Otherwise Specified. The term "Nested" refers to a series of similar articles nested, or enclosed one within the other.

Articles not Enumerated will be classed with Analogous Articles (see Rule 23).

Examine this Classification Carefully.

There are Important Changes.

Δ Denotes Reductions.

ε Denotes Increases.

† Denotes Changes other than reductions or increases.

\* Denotes Additions.

A	Subject to Uniform Bill of Lading Conditions.		Subject to Uniform Bill of Lading Conditions.	L. C. L.	C. L.
	L. C. L.	C. L.			
<b>1 ABRASIVE CLOTH AND PAPER:</b>					
2† Alundum, Carborundum, Corundum or Emery Cloth or Cloth coated with similar abrasive material:					
In boxes, bundles, crates or rolls.	3	....			
In packages named, straight or mixed C. L., min. wt. 36,000 lbs.	....	5			
3† Alundum, Carborundum, Corundum, Emery, Flint or Sand Paper or Paper coated with similar abrasive material:					
In boxes, bundles, crates or rolls.	3	....			
In packages named, straight or mixed C. L., min. wt. 36,000 lbs.	....	5			
4 Acetate, Amyl, Ethyl or Methyl:					
In glass or earthenware, packed in barrels or boxes.	1	....			
In metal cans in barrels or boxes.	2	....			
In bulk in barrels.	3	....			
In metal cans in barrels or boxes, or in bulk in barrels, straight or mixed C. L., min. wt. 30,000 lbs.	....	5			
5 Acétate Liquor, Crude:					
In barrels.	3	....			
In barrels, C. L., min. wt. 30,000 lbs.	....	5			
In tank cars.	....	5			
6 Acetone:					
In glass or earthenware, packed in barrels or boxes.	1	....			
In metal cans in barrels or boxes.	2	....			
In iron or steel barrels.	3	....			
In iron or steel barrels, C. L., min. wt. 30,000 lbs.	....	5			
<b>7 ACIDS:</b>					
Note 1.—Small quantities of Acids, mixed or otherwise, in returning Acid Tank Cars will be charged for at 8d class rates.					
8 Acetic, Glacial or Liquid:					
In carboys.	....	....			
In carboys, C. L., min. wt. 24,000 lbs. (subject to Rule 27).	....	....			5
In glass or earthenware, packed in barrels or boxes.	....	....			
In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 30,000 lbs.	....	....			3
In bulk in barrels.	....	....			
In bulk in barrels, C. L., min. wt. 30,000 lbs.	....	....			5
In tank cars (see Note 1).	....	....			5
9 Arsenic, in carboys (C. L., min. wt. 24,000 lbs.) (subject to Rule 27):				1	5
10 Boracic:					
In glass or earthenware, packed in barrels or boxes.	....	....			1
In fibre or metal cans or cartons in barrels or boxes.	....	....			3
In bags.	....	....			3
In bulk in barrels or boxes.	....	....			3
In fibre or metal cans or cartons in barrels or boxes, in bags, or in bulk in barrels or boxes, C. L., min. wt. 36,000 lbs.	....	....			5
11 Carbolic:					
Crude:					
In bulk in barrels.	....	....			8
In bulk in barrels, C. L., min. wt. 36,000 lbs.	....	....			5
In tank cars (see Note 1).	....	....			5

(over)

would not be applied to shipments in glass, earthenware, or tin, even though they might weigh the required amount established by the carload minimum.

In the following items there is given a description of the shipments, the classification items covering, and such discussion as is necessary.

For instance, take a shipment of 50 cases of cereal products weighing 50 pounds to the case, each case containing one pound of literature and display cards which advertise the product. It will be recalled that the rule in the classification provides that when articles of two or more differently classed articles are in a package, rates applicable on the highest-rated article will be applied. Referring, therefore, to the item "Advertising Matter," we find the following:

	West- ern	Official	South- ern
<b>ADVERTISING MATTER, PRINTED,</b> prepaid, see Notes 1 and 2:			
ALMANACS, CATALOGUES, CIRCULARS, LEAFLETS, PAMPHLETS, SHEETS OR PRICE LISTS:			
In boxes, bundles or crates, L. C. L. 2	1	2	
In packages named, straight or mixed C. L., min. wt. 24,000 lbs.	3	3	3
<b>ADVERTISING MATTER, PAPER OR PAPER BOARD, NOT OTHERWISE INDEXED BY NAME:</b>			
In bundles or crates, L. C. L..... 1½	1	2	
In boxes, L. C. L..... 1	1	2	
In packages named, straight or mixed C. L., min. wt. 24,000 lbs.	3	3	3
ALMANACS, CATALOGUES, CIRCULARS, LEAFLETS, PAMPHLETS, SHEETS OR PRICE LISTS, AND ADVERTIS-			

ING MATTER, PAPER OR PAPER  
BOARD, NOT OTHERWISE INDEXED  
BY NAME, in packages named  
for L. C. L. shipments, mixed  
C. L., min. wt. 24,000 lbs..... 3 3 3

NOTE 1—Advertising matter named may be shipped with the goods it advertises, at the rating applying on such goods, when in the same package or container with the goods either in L. C. L. or C. L. quantities or in the same car with the goods in carload quantities; provided the amount of advertising matter does not exceed two per cent of the gross weight of the goods and packing, except that when charges are assessed on the minimum carload weight the Advertising Matter may equal two per cent of the minimum carload weight.

The quantity of Advertising Matter allowed may be used to make up the carload minimum weight.

NOTE 2—The ratings on Advertising Matter will not apply on Stationery, nor on gift articles such as Caps, Fans, Paper Weights, Thermometers, Time Pieces or Toys, which will be subject to the separate ratings applying on such articles.

This item is the same in all three classifications although the ratings are different.

In note 1 a provision is made that advertising matter may be shipped with the article it advertises at the rate applicable to that article, provided it is not in excess of 2 per cent of the gross weight of the goods and packing. As the weight of the matter in this instance does not exceed this, the entire shipment should be rated as cereal products. On the other hand, were the goods so packed that the weight of the advertising matter exceeded this figure, the goods would be rated at first class.

A cooperage concern is furnished a car 50 feet 10 inches long in which to load a shipment of new wooden ale barrels. The ratings in the Official Classification are as follows:

**BARRELS, N.O.S., CASKS, HOC SHEADS,      L.C.L    C.L.****KEGS, KITS, ETC. (Subject to Note 1):**

NOTE 1.—On shipments subject to the provisions of this Note, cars over 50 feet and under 51 feet in length will be considered the same as 50 feet in length.

NOTE 2.—On shipments subject to the provisions of this Note, the name of consignor and original point of shipment must be shown on way-bills and expense bills.

**BARRELS:****ALE OR BEER, WOODEN:**

New, actual weight (C. L., min. wt. 20,000 lbs.) (subject to Rule 27).....	3	6
Old, estimated weight 100 lbs. each (C. L., min. wt. 16,000 lbs.) (subject to Rule 27) (subject to Note 2).....	R. 26	6

This shipment is subject to the terms of Rule 27 (see page 120), and the minimum weight required for a car of this dimension would be 40,000 pounds. Note 1 of the item, however, states that cars of over 50 feet and under 51 feet will be treated as 50-foot cars. Referring to the table in Rule 27, the minimum for a 50-foot car is given as 32,400 pounds.

In many cases it is necessary to give the dimensions of the package, the ratings for packages of various sizes or articles of specified dimensions being given in the classification. An illustrative item from the Southern Classification is as follows:

**GLASS AND GLASSWARE (see Note No. 1):**

NOTE No. 1.—Plate, Polished Crystal Sheet, and Polished Wired Glass, and Mirrors, will be accepted for transportation only when packed in the box on the full flat edge of the glass, and the box must also be loaded on its full flat edge.

## GLASS AND GLASSWARE—Continued:

PLATE, POLISHED CRYSTAL SHEET AND POLISHED WIRED  
GLASS, BOXED (see Note No. 1):

## Bent:

Over 7½ feet wide or over 15 feet long, outside measurement (subject to a minimum charge of 5,000 lbs. at the first-class rate on each consignment) (Carrier's Option), owners to load and unload.....	4T1
Not over 7½ feet wide, nor over 15 feet long, outside measurement .....	D1

## Not Bent:

Over 7½ feet wide, or over 15 feet long, outside measurement (subject to a minimum charge of 5,000 lbs. at the first-class rate on each consignment) (Carrier's Option), owners to load and unload, L.C.L.....	3T1
Not over 7½ feet wide, nor over 15 feet long, outside measurement, L.C.L .....	1
All sizes, C.L .....	3

Bent plate glass in less-than-carload lots would be rated four times first class (4T1) or two times first class (D1) according to whether it was 7½ feet wide and not over 15 feet long or not. Observe carefully the provision embodied in this item, that the revenue on these larger sizes must not be less than 5,000 pounds at the first-class rate. For example, if the first-class rate between two given points were 60 cents and the weight of a piece of bent plate glass over 7½ feet wide and over 15 feet long were 1,200 pounds, the charges would be made on a basis of 5,000 pounds at first class, or \$30.00, as the use of the actual weight and authorized rating (1,200 pounds at \$2.40 is \$28.80) does not produce the required charge by \$1.20.

A shipment consisting of paintings must state the value placed upon them by the shipper. The following item from the Official Classification shows three different ratings which increase as the valuation increases.

PAINTINGS:	L. C. L.	C. L.
Not boxed, <i>not taken</i> .		
When the consignor does not declare the value or represents it to be more than \$500 each, <i>not taken</i> .		
Value not over \$500 each, boxed:		
When the consignor represents the value to be more than two (2) dollars per pound, but not more than \$500 each (subject to Notes 1 and 4) .....	3 t 1	....
When the consignor represents the value to be more than fifty (50) cents, but not exceeding two (2) dollars per pound (subject to Notes 2 and 4) .....	D 1	....
When the consignor represents the value to be not more than fifty (50) cents per pound (subject to Notes 3 and 4) .....	1½	....
NOTE 1.—In order to be entitled to, and to obtain this rating, the shipper must declare the value of the property as exceeding two (2) dollars per pound, but not exceeding \$500 each.		
NOTE 2.—In order to be entitled to, and to obtain this rating, the shipper must declare the value of the property as exceeding fifty (50) cents, but not exceeding two (2) dollars per pound.		
NOTE 3.—In order to be entitled to, and to obtain this rating, the shipper must declare the value of the property to be not exceeding fifty (50) cents per pound.		
NOTE 4.—When the value is as stated in		

Notes 1, 2 and 3, claim will not be entertained by the carrier for a greater amount than said declared value, or than the actual value if less than said declared value.

When the value is so declared, the following clause must be entered in full on the shipping order and bill of lading, viz.:

“For the purpose of enabling the carrier to apply the proper published rate, as explained in its Classification and Tariffs I hereby declare that the value of the property herein described does not exceed ..... per pound and that in case of loss or damage thereto, I will not assert claim against the carrier on a higher basis of value than ..... per pound or fraction thereof in weight of the property so lost or damaged.

.....”

Observe also that no rating appears in the carload column, the rating appearing in the L. C. L. column being applied regardless of quantity.

## 2. ARTICLES NOT SPECIFICALLY INDEXED

Notwithstanding the comprehensive index of the classifications as they are prepared today, many articles in everyday use will be found to be conspicuous by their absence, such as shirtwaists and ribbons, quaker oats and grape nuts, sapolio and gold dust, cottolene, crisco and cracker jack. The ratings for such articles are provided under a general term covering the constituents or the use to which the articles are put. For example, a shipment consists of five cases of cracker jack in cartons and 10 cases of quaker oats in packages. The index in the classification gives neither of these articles by

those names, as the first article is composed of popcorn and the second is a cereal preparation. By referring to the index of the classification, items are found reading as follows:

	Page	Item
Popped Corn Confectionery .....	212	1
Cereal Products and Preparations, N. O. S.....	82	14

By reference to these pages and items of the classification is found the following:

POPPED CORN OR PUFFED RICE CONFECTIONERY:	L.C.L.	C.L.
In bulk in wooden stave baskets with tight metal or wooden covers .....	1	...
In bulk in barrels or boxes.....	1	...
In balls in wooden stave baskets with tight metal or wooden covers .....	1	...
In balls in barrels or boxes .....	1	...
In pressed forms, other than balls, in barrels or boxes .....	R. 25	...
In cartons in barrels or boxes.....	R. 25	...
In pressed forms, other than balls, or in cartons in barrels or boxes, straight or mixed C. L., min. wt. 24,000 lbs. (subject to Rule 27)....	3	

CEREAL PRODUCTS OR PREPARA- TIONS, N.O.S. (see Note):	L.C.L.	C.L.
NOTE.—Cereal Products and Preparations, all kinds, in packages weighing less than 10 lbs. each, <i>not taken</i> .		
In packages, packed in boxes or bbls. (C.L., min. wt. 35,000 lbs.) .....	4	5
In bulk, in sacks or bbls. (C. L., min. wt. 35,- 000 lbs.) .....	5	6

Note particularly that, while both of these articles are cereal preparations, the fact that popped corn confectionery is specifically named in the classification removes it from the scope of the item covering cereal products and preparations. The latter applies only to such articles as are not provided with an individual rating or are not otherwise specified (N. O. S.).

Similarly the ratings on a shipment of sapolio, gold dust, and cottolene will not be found under these names, but under the following items respectively:

COMPOUNDS:	L. C. L.	C. L.
------------	----------	-------

**POLISHING, N. O. S.:**

In cakes or bars enclosed in tin or loose, packed in boxes, kegs or bbls. (C. L., min. wt. 36,000 lbs.) .....	3	5
---	---	---

**POWDER:**

Cleaning or Cleansing, N. O. S., dry, in pack- ages (C. L., min. wt. 36,000 lbs.)..... R. 26	5	
Soap, dry, in packages (C. L., min. wt. 36,000 lbs.) .....	R. 26	5
Washing, dry, in packages (C. L., min. wt. 36,- 000 lbs.) .....	R. 26	5

**LARD:**

**N. O. S. AND LARD SUBSTITUTES, N. O. S.:**

In glass or earthenware, packed .....	1	5
In stoneware .....	1	5
In cans or pails, loose .....	R. 25	5
In cans or pails, crated or boxed.....	R. 26	5
In tubs, kegs, firkins, boxes, or bbls.....	R. 26	5
In tank cars .....	....	5

In connection with the foregoing, some of the more important general headings are:

Agricultural implements	Furniture
Alcoholic liquors	Glassware
Acid	Machines and Machinery
Books	Notions
Boxes	Ornaments
Cabinets	Paper
Castings	Seed
Clothing	Meat, Fresh and Cured
Cereal products	Vehicles, self-propelling
Crackers	Vehicles, not self-propelling
Dry Goods	Vegetables and Fruits
Electrical machines and Machinery	

From examples given, it is seen that in the event that an article is not specifically named in the classification, it may be quite easy to determine the general class to which the article belongs, and in this manner the correct rating to apply.

## CHAPTER XV

### CLASSIFICATION COMMITTEES

#### 1. ORGANIZATION

The interstate classifications are not issued by the individual carriers but by classification committees, which are composed of representatives of each line in the territory. Usually one of the officers of the freight traffic department is delegated to attend the meeting of the classification committees to pass upon and to propose such propositions in which the line he represents may be interested.

From the membership is chosen someone who is made the permanent chairman and who, during his term of office, must have connection with none of the railroad companies. The headquarters of the classification committees are: Official Classification Committee, 143 Liberty Street, New York City; Western Classification Committee, Transportation Building, Chicago; Southern Classification Committee, 914 Grant Building, Atlanta, Georgia.

In order to pass upon the contentions of shippers and receivers of freight and others in the respective territories, the classification committees hold meetings at certain times at which they consider the merits of the contentions advanced. The Official Classification Committee holds meetings in the spring and fall, in New York and Chicago. The Western Classification Committee is in session daily and the shippers may appear

by appointment before this body at any time. The Southern Classification Committee holds its meetings periodically, information as to dates and place usually being made through the press and other sources.

## 2. PROCEDURE

The application of the analogous-article rating which has been explained in preceding chapters of this treatise is only a makeshift measure and is not satisfactory either to the shipping public or to the carriers. Under this analogous rating, coke cars are given the rate applicable for coal, dump, gondola, and other cars. Chinese bones in cases are given the rating for mineral specimens. Cyclone tile ditchers take the same rating as plows. Disinfectant nest eggs made of naphtholene take the same rating as porcelain or cement nest eggs. In each of these instances, however, there is a plausible contention that some other rating may be applied to the article. Therefore, when such articles are offered for shipment and the analogous rating is applied, it is reported to the traffic officer of the carrier, in order that he may, in turn, report it to the classification committee, who consider the question carefully and arrange to publish a specific rating on the article in order that future shipments may be taken care of. Likewise, from time to time, shippers or receivers of freight contend that existing classification ratings or rules are discriminatory, in so far as their product is concerned, and they appeal to the carriers for a reduction or modification in the classification basis. Also, the carriers frequently find that the revenues they are deriving from certain traffic do not compensate them for the risk and other

**OFFICIAL CLASSIFICATION COMMITTEE**40mm 62  
148 LIBERTY STREET

NEW YORK CITY

**REQUEST FOR CLASSIFICATION**DATE 191ARTICLE, FULL DESCRIPTION OF: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_USES: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_METHOD OF PACKING OR SHIPPING: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_DIMENSIONS AND WEIGHT OF ARTICLE OR PACKAGE: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

WEIGHT PER CUBIC FOOT: \_\_\_\_\_

VALUE OF ARTICLE: \_\_\_\_\_

ACTUAL WEIGHT THAT CAN BE LOADED IN  
STANDARD CARS 36 FEET IN LENGTH,  
8 FEET 6 INCHES WIDE AND 8 FEET HIGH  
(INSIDE MEASUREMENT): \_\_\_\_\_REMARKS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

APPLICANT'S ADDRESS

APPLICANT'S SIGNATURE

**NOTICE**

Regular meetings of the Official Classification Committee are held in New York about April 1st and October 1st of each year.  
Applications for changes must be filed with the Chairman, not later than February 15th or August 15th, respectively.  
Copy of Decklet may, on application to the Chairman, be obtained thirty days prior to date of meeting; price fifty cents per copy.

features involved in the transportation of the article. Accordingly a request is made to provide a higher classification basis in order to adjust the situation.

All of the classification committees have blanks similar to those of the Official Classification, one of which is reproduced on the previous page. This blank when received by the chairman is placed upon the docket which is prepared in the form shown on page 193 and inserts following page 194, shortly before the date set for a meeting to convene and distributed to interested members of the association in order that they may prepare their arguments for or against the proposed change.

Many manufacturers, however, in addition to filling out a blank similar to that above given, forward to the Committee Room a sample or a complete article if not too large and, if too large, the working model, in order that the classification committee may be better able to judge of the contention.

The degree of publicity given the hearings has had a great deal to do with stimulating the interest of shippers in these proceedings. As the hearings are open to those having a direct interest in a particular item that may be under consideration, all traffic men should avail themselves of the opportunity to attend at least one of these meetings in order to become acquainted with the procedure employed. The reproduced form shows as the main points of consideration the value of the article, its weight per cubic foot, its dimensions, and the method of packing. However, these are by no means all of the factors that are considered, and shippers or carriers who contend for or against a reduction or advance in classification should endeavor to fortify themselves with all of

DOCKET No. 19.

# The Official Classification Committee,

**143 LIBERTY STREET,**

**NEW YORK, MAY 27, 1914.**

---

A meeting of the Official Classification Committee will be held at 143 Liberty Street, New York, Tuesday, June 16, 1914, at 10 A. M., for consideration of subjects enumerated within, including recommendations of the Committee on Uniform Classification respecting uniform classification provisions as outlined herein; also such other matters as may be presented.

---

Preliminary hearing will be held in the rooms of the Committee on Uniform Classification, Room 2248 Transportation Building, Dearborn and Harrison Streets, Chicago, Ills., on Wednesday, June 10, 1914, at 10 A. M.

---

**O. F. LOVENBERG,**  
*Secretary.*

**R. N. COLLYER,**  
*Chairman.*

the available data which bears upon the case that can possibly be obtained.

The annual amount of tonnage involved in one classification territory as contrasted with another, the value of the annual tonnage, the per cent of claims for damage as contrasted with the whole, the rating on similar articles in the same territory and the rating on the same articles in other territories, the margin of profit between the cost of production and the distribution (a mild form of what the traffic will bear), these and similar considerations should be carefully weighed and tested before anything is done, for, in this tribunal, the representatives of both carriers and shippers are certain to find traffic experts who are not to be led astray by figures founded on anything but fact.





## CHAPTER XVI

### UNIFORM CLASSIFICATION

#### 1. EARLY EFFORTS

In the construction and publication of rates for the transportation of freight, even the earliest railways, as had the waterways before them, found it desirable to make use of the principle of classification. Their application of the principle was but limited, however, and it was not found necessary to separate the classification from the tariff. As has been said by another writer, the early rate sheets were both classifications and tariffs. This was quite feasible while but few commodities were specified individually and while rates were generally made per ton per mile. But it was quite impracticable as a greater refinement of classification developed, accompanied by a more sensitive system of rate-making than that based on mileage. With the growth of these conditions an inevitable separation of the classification from the rate sheet took place.

As set forth in the Act of 1828, the maximum rate schedule of George Stephenson's famous railway, the Liverpool and Manchester, contained barely forty freight items. The tariff of the South Carolina Railroad of 1855, quoted by L. G. McPherson, was a more elaborate document, but was still limited to less than 300 items.<sup>1</sup>

<sup>1</sup> McPherson, L. G., *Railroad Freight Rates* (1909), pp. 151-152.

A growing variety in articles of trade and a more mature knowledge of traffic principles combined to expand the size of the classifications. By the early eighties, each of the leading classifications seem to have reached an enumeration of about a thousand items. Today, according to a recent report of the Uniform Classification Committee, the Official Classification contains nearly five thousand separate items or descriptions, the Western rather more than six thousand, and the Southern nearly four thousand seven hundred. A more exhaustive enumeration of commodities, the introduction of descriptions of new commodities, differentiation of ratings according to quantity offered for shipment and according to packing are the conspicuous features of the development.

In Trunk Line Territory, there were but twenty-four commodities for which carload ratings were quoted in 1877. By 1887, the number of items in the Official Classification carrying carload items had increased to about 40 per cent of the total, and by 1902 to 80 per cent. Similar increases took place in the Western and Southern classifications. Similarly, as regards packing, the classifications of today contrast markedly with those of even a generation ago. In the very earliest tariffs no attention was paid to differences of packing. Nowadays, to take a single instance from the Official Classification, wood alcohol falls into a different class and bears a different rate according as it is shipped in glass, packed in cans, boxed, in iron drums, or in wood. Difference in the nature of packing bears directly upon the carrier's profit and loss account, inasmuch as it affects his damage lia-

bility and also the earning capacity of his equipment. The more securely freight is packed, the less will be the claims to be paid; the more concentrated the packing, the more tonnage can be loaded into each car.

While, as stated above, the individual classifications have become more elaborate, the tendency of classification, as a whole, has been towards simplicity. The early practice was for each carrier to determine its own classification. In course of time, a limited amount of grouping of articles was used, but the number of distinct classifications still remained considerable. In what is now known as Official Classification Territory, there were, in 1887, 131 local railroad classifications, and, in addition, certain more general ones known as "Trunk-Line Westbound Classification," "Trunk-Line Eastbound Classification," "Middle and Western States Classification," "East and Southbound Classification," "Joint Merchandise Classification."<sup>2</sup> Commissioner Meyer, in his decision concerning Western Classification No. 51, mentions that in 1883 the Wabash Railroad Company had nine different classifications in effect on traffic originating on its lines.

Such conditions were necessarily associated with a rate system of the utmost intricacy. Nor was the difficulty of shippers and railway agents in quoting correct rates the only, or indeed the most vital, disadvantage of the system. Its unnecessary complexity was a serious obstacle in the way of the attainment of a balanced system of rates, carefully adjusted to the common interests of the country.

<sup>2</sup> *Railways in the United States in 1902*, Part II, Interstate Commerce Commission (1903); 25 I. C. C. Rep., 454.

One must not be too hasty, however, in condemning the railroads for a confusion which resulted from their efforts to meet the traffic needs of the community. When railroads had little traffic beyond that which both originated and terminated on their own lines, variation in classifications was but of minor importance. But, with the development of through business, much confusion resulted. There was no harmony in the classifications; marked differences prevailed both in the number of classes employed as well as in the commodities included under each class. As many as thirty-three classes were used in some classifications.<sup>3</sup> Both railroads and shippers realized the evil of the situation and earnest efforts were made to reduce it. The movement was quickened, of course, by the process of railroad consolidation, which, commencing in the fifties, became increasingly frequent after the Civil War.

A distinct step towards unification was made about 1882, when the "Revised Joint Classification," the predecessor of the present Western Classification, the "Middle and Western States Classification," applying to what is now termed Trunk Line and Central Freight Association territories, as well as westbound and eastbound classifications applying to traffic between Atlantic points and the Middle West, were adopted.

Before the end of 1882, the "Joint Western Classification" had been put into effect, and each succeeding year saw its acceptance by additional railroads. Interestingly enough, this classification was the outcome of an attempt made to secure an agreement between east-

<sup>3</sup> Annual Report, I. C. C., 1897, 62.

ern and western roads on a uniform classification for westbound freight.<sup>4</sup> By the time the Cullom bill was brought before the United States Senate (1886), the number of classifications in the country had been reduced to about fifty.

This unification had been accomplished without the aid of legislative compulsion. The railroads, recognizing the desirability of the simplification, devoted much time and labor to its accomplishment. If the Interstate Commerce Act with its clauses concerning unreasonable discrimination had never been placed upon the statute book, the movement would have still continued. Unquestionably, however, the passage of the Act hastened it. The day on which the Act went into effect was marked auspiciously by a most important step towards uniformity—the adoption of the Official Classification by the eastern carriers. By 1889 the Southern Classification had also been authorized by the railways concerned, so that the framework of the present classification system had been successfully completed.

There can be no question but that the use of these general classifications greatly simplified the Federal Commission's task of supervision, and, no doubt fully appreciating this fact, the Commission used its influence to bring about the complete consolidation of the three general classifications. In one of its earliest decisions, *Pyle and Sons v. S. T. V. and G. Ry. Co.*, the Commission stated: "One of the many embarrassments connected with transportation of freight by railroads con-

<sup>4</sup> Dunn, S. O., "Uniform Classification," *Railroad Age Gazette* (Sept. 3, 1909), 414.

sists in the fact that there is such a lack of uniformity in the classifications of freight found in the different portions of the country."<sup>5</sup> The carriers proceeded to make an attempt to adopt a uniform classification.

Soon after the Act was passed, representatives of both the eastern and western lines met in conference to see what could be done in the way of unifying the Official and the Western classifications, but traffic disagreements that ended in rate wars prevented any progress from being made. In the following year, Congress showed its disposition in the matter by a resolution of the House of Representatives to the effect that the Interstate Commerce Commission should prescribe a uniform classification by January 1, 1889. By the end of the year, the railways had selected a standing committee of sixteen members, two from each of the eight associations.<sup>6</sup> A great deal of work was done by this committee, but the difficulty of the problem it had to solve is indicated by the withdrawal of the western representatives from its membership. The remainder of the committee continued the work, and, finally, in June, 1890, recommended a classification based on eleven main classes plus five multiple first-class divisions. Dissensions again developed as the Trunk Line Association withheld its approval. A subsequent recommendation, based on eight classes, was opposed both by that association and the Southern Railway and Steamship Association.<sup>7</sup>

The opposition of the trunk lines seems to have been

<sup>5</sup> 31 I. C. C. Rep., 465; 1 I. C. Rep., 767.

<sup>6</sup> Annual Report, I. C. C., 1897, 63.

<sup>7</sup> Dunn, S. O., Uniform Classification, *Railroad Age Gazette* (Sept. 3, 1909), 414.

based, in part, upon objectionable features in the proposed organization that was to have control of the new classification. They thought it unfair that they should be represented upon the proposed classification board by but six out of twenty-two members, when they were carrying three-fourths of the through tonnage of the country. They objected also that the new scheme gave final powers to the chairman and the board, whereas, under the existing system, the board simply made recommendations which were subject to the approval of the railroads. There was also a feeling that the time had not yet arrived when consolidation was desirable, that the needs of the three classification territories were still distinct enough to justify and demand different treatment in classification.<sup>8</sup>

In view of the steady interest that has been maintained in the matter of uniform classification, and the likelihood of further action, a word or two in description of the organization of the supervisory board recommended in the report of 1890 by the uniform classification committee may not be out of place. The board of uniform classification, made up of members from the various classification districts, was to be given power to make final decisions by a vote of two-thirds of its membership. In addition to the general chairman, there was to be in each classification territory a district chairman, through whom applications for relief were to be presented to the board. Recommendations as to the ratings to be given new or analogous commodities were to be made to the board jointly by these district chair-

<sup>8</sup> Annual Report, I. C. C., 1897, 64.

men, and, further, required the approval of the chairman, the board being entitled to review the same if it so desired.<sup>9</sup>

The lack of success of the Uniform Classification Committee was disappointing to the Interstate Commerce Commission because of its strong and persistent advocacy of uniformity, and, feeling now that persuasion was useless, it reported to Congress, in December, 1891, that it did not feel justified in asking for the further efforts of the carriers "the same measure of indulgence" which, from time to time, it had previously suggested should be extended to them. Accordingly the Commission urged that legislation be enacted which should compel the railroads to adopt a uniform classification within one year, or, in default of such action, should authorize the Commission or some other public authority to do so.<sup>10</sup> In annual report after annual report, this attitude was steadfastly maintained, strong support being given by the National Convention of Railroad Commissioners.

Finally, the railroads took up the problem again. A committee of fifteen traffic officers, five from each classification territory, was appointed in 1907, and reported on March 31, 1908. While this committee failed to agree with the Commission that uniform classification was immediately practicable, it did express itself as of the belief that uniformity could "ultimately be worked out along intelligent and satisfactory lines." A material improvement in the direction of assimilation of description, minimum weights, etc., could be immediately brought about, the committee thought, and to accomplish this it recommended the appointment of a committee to prepare

<sup>9</sup> 25 I. C. C. Rep., 456.

<sup>10</sup> Annual Report, I. C. C., 1891, 33.

uniform rules, descriptions of goods, packing requirements, and minimum carload weights. Accordingly, in April, 1908, a committee of twenty-one executive traffic officials was selected, which, in turn, organized a working committee of nine men, three from each of the classification territories, who gave their whole time to the task of revision. Since September, 1908, a great amount of work has been done by this committee on uniform classification. Information has been sought at first hand; numerous conferences with shippers have been held. As the committee has reached agreement on the various points considered, recommendations have been made to the classification committees, which have again discussed them in open hearings.<sup>11</sup>

Meanwhile, Congress definitely conferred on the Commission power to regulate classification. The Hepburn amendment of 1906 had not specifically included control of classification under the powers of that body, though the language of Section 15 might have been regarded as sufficiently broad to cover the point. However, in the Mann-Elkins amendment of 1910, any possible doubt was removed by the provision that "Whenever, after full hearing \* \* \* , the Commission shall be of opinion that \* \* \* any individual or joint classifications, regulations, or practices \* \* \* are unjust or unreasonable or unjustly discriminatory, or unduly preferential or prejudicial or otherwise in violation of any of the provisions of this Act, the Commission is hereby authorized and empowered to determine and prescribe what individual or joint classification, regulation, or practice is just, fair, and reasonable, to be thereafter

<sup>11</sup> Dunn, S. O., Uniform Classification, *Railroad Age Gazette* (Sept. 3, 1909), 415; 25 I. C. C. Rep., 457.

followed, and to make an order that the carrier or carriers shall cease and desist from such violation to the extent to which the Commission finds the same to exist, \* \* \* and shall adopt the classification and shall conform to and observe the regulation or practice so prescribed." In the case of classifications as in that of rates, the Commission was authorized to suspend their going into effect for ten months. Power to establish joint classifications was granted.

In its report of the December following the passage of the Act, the Commission stated that the uniform classification committee of the railways had made much progress, that substantially all of the rules and regulations of the existing classifications had been unified, that upward of one-third of the articles enumerated had been given a uniform description, and that uniform minimum carload weights had been prescribed for a proportionate number. It would seem, however, that the Commission was impatient with the rate of progress, for, though the carriers were making "a sincere effort to harmonize as far as possible the conflicting features of the various classifications," it felt that "the stimulus of requirement should be applied unless satisfactory results at an early date indicate that the desired uniformity will be brought about by voluntary action."<sup>12</sup> In the next annual report, dated December, 1911, the Commission proceeded to recommend that the carriers should be required to adopt a uniform classification, and that representatives of the Commission should sit in the committee of the carriers preparing the same. As regards this last point, it is to be noted that, during 1912, the carriers extended an invi-

<sup>12</sup> Annual Report I. C. C., 1910, 8.

tation to the Commission to send a representative to meetings of the classification committees.<sup>18</sup>

## 2. PRESENT PROBLEMS

From the text of Commissioner Meyer's decision "In the Matter of the Suspension of Western Classification No. 51, I. C. C. No. 9,"<sup>14</sup> it is clear that the Commission is quite dissatisfied with the general method of reaching uniformity applied by the Western Classification Committee. Complaint is made that the test of uniformity adopted by the committee is itself variable, being sometimes one classification, sometimes another, and again something entirely different from all of them. At the root of this complaint lies the obvious feeling of the Commission that the only acceptable method of establishing uniformity is to recast the rules and reorganize the items of freight classification entirely anew, without relationship to existing classifications, except in so far as inherently correct principles happen to have been used in framing the latter. The Commission feels that, in this matter of re-classification, progress is hindered and obstacles to uniformity set up by the determination of the carriers to balance off the charges in such a way as to protect existing revenues.<sup>15</sup> "Classification and revenue," says Commissioner Meyer, "should be considered independently of each other."

There is no doubt that classification revision is persistently influenced by revenue considerations. Those concerned in the making of ratings are very apt, indeed, to

<sup>18</sup> Annual Report, I. C. C., 1911, 7.

<sup>14</sup> 25 I. C. C. Rep., 451.

<sup>15</sup> 25 I. C. C. Rep., 453.

keep the tariff and the tonnage report associated in their minds with the classification. A proposal to change an article from first class to second will cause the traffic manager to inquire, first of all, how much revenue he will lose thereby; and logic is apt to have to wait upon finance. The more so because in so complicated an act as that of classification construction, the subtlety of the logic may be very refined. After their experience in the Rate Advance Cases of 1910, it is not very surprising that the railroads should feel a reluctance to agree to a general, albeit logical, readjustment of classifications, which might possibly result in lowered revenue unless the class rates were advanced; and there is no power resident in the Commission to assure the roads in advance of its approval of specific rates not yet framed. Moreover, any thorough-going readjustment is impeded by the fact that particular business enterprises may suffer more or less material dislocation by the changes in ratings involved. Each shipper views such changes in classification from the standpoint of his personal interests, naturally favoring a downward movement, and generally opposing an upward. It is inconceivable that any readjustment of classification should be uniformly in the former direction. As the executive committee on uniform classification reported:

It is evident that material advances and reductions would result from unifying ratings in the several territories, the effect of which on (railway) revenue cannot be determined until new rate scales are made to conform to the ratings of a uniform classification, and applied to traffic moving during a representative period of time by individual carriers.

As to the effect on trade: There are no statistics available to your committee prepared in such detail as would enable it to

determine with accuracy what proportion of the freight traffic of the country is now carried on the basis of classified ratings, but having in mind the fact that through freight rates frequently affect trade, it must be apparent that the numerous advances and reductions in rates which would result from a uniform classification, could not fail to have influence upon the trade conditions of the country, the extent of which could not be determined until new rate scales are made to conform to the ratings of a uniform classification, and the mercantile and industrial interests of the country have applied them to their business.

With the knowledge derived from three months of earnest work, exhaustive investigation, and thorough discussion, your committee expresses the belief that while establishment of a uniform classification is impracticable at this time, it can ultimately be worked out along intelligent and satisfactory lines.<sup>16</sup>

The difficulties of readjustment were amply illustrated in the hearings before the Western Classification Committee prior to the publication of Western Classification No. 51. The tardiness of the railways in bringing about the simplification contemplated in the appointment of the uniform classification committee of 1907 must not be too hastily ascribed to neglect or wilfulness. The Commission feels no doubt that it has exercised a great deal of patience in the matter, and that further delay is inexcusable. A quarter of a century of urgent messages to Congress without attaining the end in view would be sufficient, no doubt, to irritate any administrative body. The progress made towards unification during the few years prior to the enactment of the Interstate Commerce Law of 1887 was so substantial that the Commission assumed at once that a single classification was well on the way towards accomplishment. It is likely that in 1887 it

<sup>16</sup> *Railroad Age Gazette* (Sept. 3, 1909), 415.

had hardly realized the seriousness of the obstacles in the way of this.

Before dismissing the problem of uniform classification, a brief reference to certain general differences of construction may be of advantage. Attention has been directed already to the differences in the rules. There is a point in connection with the assignment of items to certain classes which deserves notice here. At present, shipments governed by the Western Classification are not classed lower than fourth class when shipped in less-than-carload quantities. In the Official Classification, a very small per cent of such shipments are classed at lower than fourth class, while, in the Southern Classification, almost one-third of the less-than-carload shipments is in the fifth and lower classes. To harmonize these differences is a problem of the greatest difficulty. With the aid of the Uniform Classification Committee the classification committees are working towards its solution.

In a recent report of the Uniform Committee, it is stated that the revised and uniform descriptions prepared by it and adopted by the classification committees bear the following percentage relationship to the total number of descriptions of items in each classification:

Official Classification .....	56.5 per cent
Western Classification .....	41.6 per cent
Southern Classification .....	71.0 per cent

Furthermore, the Uniform Committee has recommended uniformity covering 32 rules, 16 of which have been embodied in the Official Classification, 29 in the Western Classification, and 26 in the Southern Classification. The report of the committee goes on to say:

In addition to the changes recommended by the Uniform Committee, a great many other changes are necessary, arising from the currently changing commercial and traffic requirements. The inclusion of both of these classes of changes in the new classification publications has been found to be somewhat burdensome to shippers and to transportation companies in that the number and character of the changes are greater than can be readily adjusted to business and shipping requirements. The committee says that as rapid progress as possible toward the completion of a general uniform freight classification is being made, and that it is evident that the changes are now being published as rapidly as commerce can conveniently be adjusted to them.

To secure uniformity in the three territorial classifications requires that they be remodeled in five different respects, viz., (1) description of items, (2) rules and regulations, (3) minimum carload weights, (4), number and designation of class divisions, and (5) assignment of items to these divisions. Much has been done towards unification of the rules and of description of items. Greater correspondence in the minimum carload weights is apparent. But the final step, the adoption of identical divisions, containing identical items, is the difficult part of the problem of uniformity. Of course, this assimilation of the class divisions of the three classifications would not necessarily mean an identity of rates; the railways in the eastern, southern, and western sections of the country would still be able to fix both the general level of class rates and the relation of the classes with a certain regard to the business needs of their particular sections. But the inconvenience that would result would probably cause an insistent demand for special treatment, and the simplification of classification would seem to lead inevitably to a complexity of commodity tariffs.

Of late years, the annual number of commodity tariffs

has decreased, but, when extensive classifications were first employed, there developed at the same time a considerable number of exceptional tariffs. If this was true of unification within the smaller areas of the present interstate classifications, it is more than likely that the unification of these classifications into a single one would give rise to an amazing litter of exceptional ratings and commodity tariffs. The larger the area of application of a classification, the less flexible it can be and, therefore, the more urgent the demand for exceptional treatment. The increase of simplicity in class tariffs brought about by uniform classification would be apt to be counter-balanced by an increase of complexity in commodity tariffs.

Perhaps the most feasible method of constructing a uniform classification would be to base the grouping of each item upon that of the classification in whose area its traffic importance happened to be the greatest, the needs of other areas being taken care of by commodity tariffs. Such a method of procedure would enable the change to be made with the minimum amount of disturbance to existing business relations. But one may be permitted to express a doubt as to whether the change would be worth the trouble. The mere labor of overhauling the classifications, involving the reconsideration of the tariffs interlocked with them,<sup>17</sup> would be enormous. The gain in simplicity over the rate system as a whole would be questionable. Of course, such complications as at present occur in the case of traffic passing from one territory to another would disappear, but it is not at all clear that the discriminations associated with these inter-classification arrangements would not be largely continued by

<sup>17</sup> Ripley, W. Z., *Railroads: Rates and Regulation*, 347.

the aid of special tariffs. In any case, in so far as the discriminations are unreasonable, they are subject under the existing system to the control of the regulating authorities.

The writer does not mean to take the position that existing classification arrangements are beyond criticism. There is reason, perhaps, to doubt whether such unification as has taken place in the past has always been based upon adequate consideration of economic equity, whether particular interests have not been over-ridden, whether the prosperity of some districts has not been artificially promoted at the expense of others. Even the geographical adjustment of the established classification territories might be challenged. It is easy to take for granted the economic justification of such a classification as the Western, yet a brief survey of the extremely varied commercial and industrial conditions of the extensive territory west of the Illinois-Indiana State Line and the Mississippi River south of Cairo, Ill., readily gives rise to a query as to the adaptability of a single classification to such a variety of conditions, and it has been made adaptable only by the device of exceptions. In each of the present classification territories, districts of more or less marked industrial differentiation have been treated alike for the purposes of classification. But in spite of inconsistencies, of indefensible differences, between one classification and another, of unduly complex applications, the system as a whole appears to have been brought, by experiment, to a certain degree of agreement with actual economic conditions. The classifications as originally framed may have been crude and arbitrary but time and experience have enabled them to be fairly well adjusted to their business environments, and business arrangements have been built upon them as a basis. This

process of adjustment has lessened considerably the original shortcomings of the system. During the past five years, the influence of the Interstate Commerce Commission has been exerted to induce the railways to overhaul the respective classifications more critically than ever, excising unnecessary differences. There is reason to hope that, gradually, some of the more complicated applications may be simplified out of existence. As the country becomes more thickly populated, economic relations more closely interwoven, greater similarity of industrial conditions is likely to develop even in this wide land, and thereby the way made clear for a further application of the principle of uniformity in classification practice, without incurring the evil of an excessive resort to exceptional ratings.

### 3. EARLY UNIFORMITY PROBABLE

The trend of events, however, indicates that this gradual evolution of uniformity will not take place. The railways will probably be compelled to adopt a uniform classification within a very few years. The whole process of adjustment will have to be gone over again, unless the Commission and the railways become endued with the wisdom of the gods enabling them to see in advance the many points of friction that can possibly arise out of a new consolidated classification. Numerous business relations will be likely to be kept in a state of greater or less disturbance until, again, time and experience have demonstrated the conditions favorable to a state of rest. The immediate gain to be secured from a single classification may seem very definite. The writer is of the opinion that it has been over-estimated, and that the possibilities of simplification of the present tri-partite system have been under-estimated. He feels that the

varying industrial conditions of the country still favor adherence to the existing plan in its main features; he fears that the imposition of a made-to-order uniform classification would bring with it grave risk of a mal-adjustment, the insidious effects of which would be all the more serious because a clear vision of the same would be readily obscured by the complexity of economic action and reaction. On the other hand, it is a weighty argument in favor of the change that for twenty-five years the Interstate Commerce Commission has steadily maintained its desirability. This is shown very clearly in the various utterances of that body, a summary of which we take pleasure in quoting from the decision concerning Western Classification No. 51, to which reference has been made on several preceding pages. The quotation will conclude the present chapter. Speaking for the Commission, Mr. B. H. Meyer says:

In its first annual report, 1887, this Commission commended the work of the roads in reducing the number of classifications as "extremely important and useful," but emphasized the necessity of a single classification for the entire country. Repeated mention of the importance of unification was made by the Commission in its succeeding annual reports. Its desirability was recognized and urged again and again by state railroad commissioners assembled in their annual conventions, by shippers' organizations throughout the country, and by railroad officials themselves.

After the act took effect, unjust discriminations and other grievances, resulting from disagreeing classifications, were among the first complaints requiring investigation. In *Pyle & Sons v. E. T. V. & G. Ry. Co.*, 1 I. C. C., 465, the Commission said:

One of the many embarrassments connected with transportation of freight by railroads consists in the fact that there is such a lack of uniformity in the classifications of freight found in the different portions of the country.

In another case where the Commission was called upon to

investigate classifications it was declared (referred to on page 55 of the seventh annual report, 1893)—

The inconsistencies in the treatment of such shipments by different carriers under different classifications, and frequently by the same carriers where different classifications are used for different destinations, have been a source of constant annoyance to the community, and have constituted one of the little things the multiplication of which has tended to create and intensify a feeling of irritation against railroads and their managers. The whole matter is in a state of elaborate and unjustifiable confusion.

In its seventh annual report to Congress, 1893, page 55, the Commission declared :

Our experience in making investigations and administering the law affords many illustrations of the confusion and injustice which comes as the direct effect of a varying, diverse, and conflicting arrangement. The field of interchange of products has so extended that the products of every section reach the markets of every other section of the country. The margin of profit upon all is so narrow that an error in rates as the result of differing classification takes away profits and brings vexations and losses.

In its eleventh annual report, 1897, page 70, the Commission said :

That the present diversity results in many discriminations and losses can not be doubted, and there is no single step that may be taken by the carriers which will go so far to secure the establishment of stable rates as the adoption of a single and comparatively fixed classification.

These are but a few of the many declarations the Commission has made upon this subject. As often as it has had occasion to refer to the subject of a uniform basis for rate schedules over the whole country, whether in annual reports, opinions rendered, correspondence had, or personal conferences, it has not failed to emphasize the importance and indeed the necessity for such uniformity.

It has been the opinion of the Commission from the beginning that the work of unification could best be undertaken by the carriers themselves. During the early years when the movement toward uniformity seemed to give promise for the establishment of a single classification for the entire country, the Commission was quite insistent that the railroads should not be interfered with in the work. In its second annual report, 1888, in summing up its conclusions on this subject, the Commission said :

So long as carriers appear to be laboring toward unification with reasonable diligence and in good faith it is better that they should be encouraged and stimulated to continue their efforts than that the work should be taken out of their hands.

The Commission comments as follows, in its fifth annual report, 1891, page 28, upon the resolution offered in Congress in 1888:

The failure of this resolution to pass the Senate was a circumstance which the Commission did not regret, since it appeared then, as it does now, that the action desired could be taken by the railway authorities themselves, if they could within any reasonable time be induced to act, with much less risk of injury to the financial interests of the carriers and of the public than would attend the efforts of the Commission or any other public agency to establish a uniform classification.

In its attitude toward the proposed uniform classification of 1890 the Commission was extremely liberal, as is evidenced by the following extracts from its annual report of that year:

For a considerable period, therefore, after the new classification shall be given effect it must be expected that modifications will from time to time be made as the practical application to the business of the country shall make plain the necessity or the justice of changes. It is also to be expected that many objections will go beyond criticism of particular features and that those who have insisted from the first that uniform classification was impracticable will not immediately cease from urging that view warmly and earnestly, so that possibly it may appear for a time as if the business public condemned the work. But temporary opposition of at least the interests affected is a necessary attendant upon any considerable reform in railway service, and the agreement upon a uniform classification, however defective the work may at first appear to be, is of itself, as the Commission believes, in some sense a reform, because it brings the carriers together on a common platform and fixes in the minds of managers the fact that the question involved is no longer one of making a common classification but of perfecting it.

For reasons stated in the report, and which would be obvious without stating, it is but reasonable and just to the carriers endeavoring to effect this reform that great patience on the part of the people be invoked while the new classification is being put in force and is having its first effect on the business of the country. It is very plain that large numbers of shippers, and to some extent whole sections of the country, must be disappointed in the rating of their articles, and that many interests must for a time necessarily sacrifice something to the general good. Any such work is only accomplished by numerous compromises of divergent interests, and it is reasonably to be expected that there will be found in every section of the country those who believe

that the changes have been made in the wrong direction, with the consequent result that their own interests suffer from the modifications in classification which injure where they should have helped them. All such complaints will no doubt have due attention, but when the work is perfected and the business of the country has had time to adapt itself to uniform classification, there is every reason to believe the advantages to the country at large and to business interests in every section will be so great and so obvious as to compel universal acknowledgement.

Upon the failure of adoption of the uniform classification proposed in 1890, the Commission, in its fifth annual report, 1891, stated that: "It does not feel justified in asking for further efforts of the carriers the same measure of indulgence which from time to time it has heretofore suggested should be extended to them, and which was thought to be required in the public interest," and recommended to Congress the passage of an act "requiring the adoption within one year from the date of its passage of a uniform classification of freight by the carriers subject to the act to regulate commerce, and providing that if the same be not adopted within the time limited, either this Commission or some other public authority be required to adopt and enforce a uniform classification." It has been the attitude not only of the Commission, but also of state railroad commissioners, as expressed in resolutions adopted at their annual conventions, and of shippers, that the country can not without legislative inducement expect uniformity within a reasonable time as the result of voluntary action of railway officials. This Commission has, however, continued to be of the opinion that the practical experience of the carriers gives them a special fitness for the task. Thus we find the following expression by the Commission in its eleventh annual report, 1897, pages 68 and 69:

It is evident that the carriers themselves, by mutual concessions and through voluntary and harmonious action, can accomplish this reform with much less loss, embarrassment, and friction than will presumably result if Congress or some delegated tribunal establishes a classification for them.

It was therefore with distinct interest and satisfaction that the Commission noted the definite steps recently taken by carriers to establish a standard classification which should take the place of the existing separate classifications. After commenting upon the work done in revising rules, regulations, and descriptions, the Commission, in its annual report for 1910, says:

The question of determining a uniform number of classes for rate assignments is recognized as a more difficult and intricate problem, and it is realized that a somewhat longer time will be necessary for consideration and adjustment to this feature of uniformity.

It was thought proper by the Commission to suggest to the carriers that as rapidly as any of the features of uniformity were determined upon by the uniform committee the same should be incorporated in the existing classifications, as under this plan an increasing degree of uniformity may be gradually accomplished.

The Commission has always realized that the difficulties and work connected with the establishment of a uniform classification, or even approximating a uniform classification, are very great. It has constantly been recognized that the final adjustment of a uniform classification must necessarily be the arrangement of a great number of compromises. On pages 32 and 33 of its fourth annual report, 1890, the Commission said:

It was perfectly obvious that the merging could not be effected by the voluntary action of the railroad authorities which had made the classification without very great concessions being made on every side—concessions the necessary effect of which must be, while lowering the relative rates upon some articles of commerce, to very considerably increase them upon others. Not only would the roads be affected thereby, but every section of the country would of necessity be compelled to resign something of the advantage which before it has enjoyed in respect to its special products or industries; and it could not be expected to assent to this willingly until it should be made to see that adequate compensation was made in other directions. It would not be enough that the completion of such a work could plainly be seen to be of national importance and politic and useful for the people as a whole, but it must also be evident to any particular section that it lost nothing by its accomplishment. Even when this was obvious, the local interests unfavorably affected by the unification must be expected to oppose it vigorously.

On the other hand the Commission has said *In re Advances in Rates on Locomotives and Tenders*, 21 I. C. C., 103:

While every effort conducive to uniformity of classification is to be commended, it does not follow that that result should be attained by accepting as a standard a classification prescribing a rate which when applied to a given commodity or territory becomes unreasonable.

It was further recognized by the Commission that:

When unification is finally accomplished, whether by the voluntary action of the carriers themselves or as a result of compulsory legis-

lation, there must be a transition period while the country is being familiarized with it when some degree of embarrassment and dissatisfaction is to be expected and when large demands will be made upon the patience and forbearance of the general public while business is adapting itself to the working of the new order of things. [Fifth annual report, 1891, page 34.]

Although recognizing that there are great difficulties to be overcome, the Commission has constantly maintained the view that unification is practical.

That this is entirely practicable is demonstrated by the great advance which has already been made toward uniformity, and by the fact that such progress could not have been attained without the subordination of business and carrying interests in various localities to the commercial and transportation conveniences of the country at large. The accomplishment of uniform classification involves only a continuance of the work upon the line of rendering individual interest and local advantage subservient to the general welfare. That this will not require any real sacrifice or injury is proven by the absence of any proposition to retrace a single step in the work which has been done toward securing uniformity; on the contrary, all interested parties concede the great desirability, and most commercial interests urge the necessity of a single freight classification. [Eighth annual report, 1894, page 35.]

In its eleventh annual report, 1897, page 67, the Commission says:

But these difficulties are not insurmountable to men of long experience in work of this sort, and it is believed that the great mass of freight articles could be fairly grouped by them in a single classification. They would take into account whether commodities were crude, rough, or finished; liquid or dry; knocked down or set up; loose or in bulk, nested or in boxes, or otherwise packed; if vegetables, whether green or dry; desiccated or evaporated; the market value and shipper's representations as to their character; the cost of service, length and direction of haul; the season and manner of shipment; the space occupied and weight; whether in carload or less-than-carload lots; the volume of annual shipments to be calculated on; the sort of car required, whether flat, gondola, box, tank, or special; whether ice or heat must be furnished; the speed of trains necessary for perishable or otherwise rush goods; the risk of handling, either to the goods themselves or other property; the weights, actual and estimated; the carrier's risk or owner's release from damage or loss. All these circumstances, bewildering as they appear to a layman, are comparatively simple to the expert; and the considerations which have retarded the adoption of a uniform classification have had little to do with difficulties of this description.<sup>18</sup>

<sup>18</sup> 25 I. C. C. Rep., 459-64.

## CHAPTER XVII

### **PRINCIPLES OF FREIGHT CLASSIFICATION**

#### **1. CARLOAD v. LESS-THAN-CARLOAD LOTS**

##### *(a) Special Ratings for Carloads Allowed*

One of the most obvious features of a freight classification is the application of its ratings to both carload and less-than-carload consignments. Early in its history, the Interstate Commerce Commission went on record as acknowledging the propriety of special ratings for articles carried in carload lots. Thus in *Harvard Co. v. P. R. R. Co.*, it stated: "That a reasonable, fair, and just difference may be made in proportion to quantity hauled of the same article in a full carload and in less-than-carload lots, and that respective rates may be charged upon such according to weight is a principle that has been openly recognized by the Commission. That a rate-maker may, and in fact should, take into consideration \* \* \* such controlling conditions, in preparing a classification, as bulk and space occupied, the weight of the article as compared with its dimensions, its value, whether it can be so loaded into a car as to make a full carload, and whether as a matter of fact, it is hauled in carloads as well as in less than carloads, are each and all true."<sup>1</sup>

Obviously, the principle upon which reduced ratings

<sup>1</sup> 4 I. C. C. Rep., 32.

for carload shipments rest is that of cost of service. The direct costs of transportation are lower for a carload shipment than for a similar volume of the same kind of traffic made up of numerous consignments from several shippers. In general, the loading and unloading facilities required are of the simplest description, and the loading and unloading of the car are at the expense of the shipper and consignee.<sup>2</sup> On such grounds, current practice justifies the differentiation in rating, but it must be borne in mind that this differentiation can be made only in the most approximate kind of way. For one reason, the interval between the carload and less-than-carload grouping has no significance until interpreted into dollars and cents by the rate schedule. So long as the classification is not associated with a specific rate schedule, there are neither absolute values nor precise relative values attaching to its classes.<sup>3</sup> Even when so interpreted, since the limitation of the number of groups compels the inclusion, in each group, of commodities appreciably different as regards their convenience of

<sup>2</sup> *Business Men's League of St. Louis v. A. T. & S. F. R. R. Co.*, 9 I. C. C. Rep., 345.—“The carriers further justify these differentials by difference in cost of service. It is obvious that the actual expense of handling less-than-carload business is greater than it is for carload traffic. The carload is generally loaded and unloaded by the shipper, while the less-than-carload is handled by the carrier. In the former case there is but one entry for each carload, while in the latter there are from 25 to 150 in case of each car which must be extended upon all books where a minute of the transaction is entered. The expense of providing station facilities is very much greater in the case of less-than-carload than carload business.”

<sup>3</sup> That is, if the classification groups be taken as a whole. The groups higher than first class have a definite relation to the first class, of course, and such a rule as No. 25 or No. 26 of the Official Classification establishes a relation between the groups immediately concerned.

movement by the carrier, the specific rate ultimately applied to the group by the rate schedule can be no more than an average, and, at that, largely estimated because of the peculiar intricacy of operating expenditures.

If the reduced operating costs of the carrier constitute a justification of the low ratings assigned to carload shipments, why should not the principle be carried out to a logical completion and still lower ratings be granted to commodities shipped in trainloads? Should a trainload consist of cars destined to various points and therefore required to be reclassified in the freight yards, the reduction of operating costs is not sufficiently great, perhaps, to justify a difference in rating, but where the trainload is billed to a single consignee at one point of delivery there is unquestionably a very appreciable saving to the carrier in the expenses of handling the same. Cost-of-service considerations are overruled and trainload ratings refused, however, on the ground that they would be opposed to public welfare in that they would facilitate the control of industries, in which such shipments were practicable, by a few large concerns, and consequently give rise to monopolistic agreements unfavorable to the consumer. But even single carload ratings have favored the large concern as against the small one, the difference being only one of degree. The domination of the large business does not appear to be lessened materially by the present system; possibly its development would proceed more rapidly in the future were trainload rates operative.

A classification without any carload ratings is conceivable. If public welfare is a sufficiently important consideration to overrule adjustment to cost of service,

is such welfare best served by a carload system or by an any-quantity system of ratings? The total revenue of the carriers being assumed to remain undisturbed, the any-quantity ratings would lie between the present less-than-carload and carload ratings. Wholesale distribution would be discouraged, retail encouraged. The competition of the small producer with the large one would be stimulated. The jobber whose present business is built upon his ability to take advantage of a carload rate to his own town, thence distributing locally by less-than-carload consignments, would suffer, his business falling partly into the hands of the manufacturers themselves who would tend to assume, more largely, the distribution of their own products, and partly into the hands of the jobbers at the points of import of foreign goods. On the whole, the disadvantages of this arrangement to the country at large would not be compensated by the advantages attributable to the reduction of the number of intermediaries engaged in the work of distribution.

*(b) When a Commodity Entitled to Carload Rating*

A system allowing carload ratings having been established, when should a commodity be regarded as entitled to such a rating? An interesting discussion of this point by Commissioner B. H. Meyer is herewith reproduced:

We desire here to direct attention to the fundamental question, "When is a commodity entitled to a carload rating?"

Western Classification No. 50 gave mousetraps a carload rating, and No. 51 denies it. No. 50 denied a carload rating to caraway seed, and No. 51 grants it. No. 50 granted a carload rate on bird seed and No. 51 denies it. In No. 51 there are carload ratings on shoe pegs and dog-biscuits, while No. 50 contained

no such ratings. Upon what basis should such questions be decided?

It is apparent that a manufacturer who can ship mouse-traps by the carload has an advantage over the manufacturer who can not do so to the extent of the difference between the carload and the less-than-carload rate minus the cost of loading and unloading. The mousetrap being an article of general use, but restricted volume of demand, can conceivably be manufactured in many localities to supply a local market. Shipments by the local manufacturer to nearby distributing points would naturally be in less-than-carload quantities and at less-than-carload rates. If, now, a distant manufacturer can secure carload rating and ship into this local territory through his jobbers, he may possibly drive the local man out of the field, and to that extent and in this respect, the carload rating leads directly to concentration. On the other hand, a denial of carload rating on mousetraps might prevent a superior kind of trap from being introduced in territories which are now provided with only an inferior trap, locally manufactured and sold at a high price. Assuming that people are entitled to the best quality of mousetrap at the lowest price, the conclusion follows that the carload rating of mousetraps has a tendency to improve the quality of traps and to reduce their price to the users. This is without reference to the desirability of exterminating mice, a consideration of which in this connection, would open the door to many controversial fields.

The conclusion in which argumentative considerations relating to this question reach a point of equilibrium appears to be this, that a carload rating should be established for a commodity when that commodity can be offered for shipment in carload quantities, unless public interests or other valid considerations require the contrary. We have in view primarily the territory affected by Western Classification and the practices heretofore in effect in that territory. It might be suggested that there should be a reasonable prospect of a minimum number of carloads within a certain period of time, but this leads to arbitrary limitations when such limitations are not inherently necessary. Assuming a proper relation between carload and less-

than-carload rates, the establishment of carload ratings whenever carload quantities are offered will, we believe, meet the needs of new and growing lines of industry without discrimination.<sup>4</sup>

*(c) Minimum Weights*

The problem of carload rating involves the determination of the minimum weights that shall be regarded as constituting a carload. In a general way, such minima are related to car capacity, so that a lower minimum is established for light and bulky commodities than for heavy. Clearly a discrimination of this kind is necessary. A car that will hold fifty tons of coal will not accommodate half, or nearly half, that quantity of hay. Full carloads of crated eggs and of steel bars represent very different weights indeed. While car capacity largely determines the carload minimum that shall be applied to each commodity given such a rating, the two are not necessarily identical. This may be due in part to differing car capacities, though the rules dealing with the increase of the minimum weight in the case of extra-length cars provide for some adjustment of such differences, but it is also due to the willingness of the carriers to make concessions that are likely to stimulate this class of business. Moreover, though recent years have witnessed an upward movement in carload minima, it is probably true that these minima have not kept pace with the expansion of average car capacity. The variation in car capacity and the fact that the minima are, in general, not kept levelled up to the weight of actual full loads has allowed a certain amount of elasticity in the use of minima, within the limits of which adjustments have been made for purely commercial reasons. Com-

<sup>4</sup> 25 I. C. C. Rep., 464-465.

modities practically identical for transportation purposes have been assigned different minima, because, in the one case, a relatively high minimum was perfectly compatible with the customary conditions of shipment, whereas, in the other case, such a minimum would severely handicap the shipper on account of the nature of his trade. On the same commodities there are, frequently, differing minima imposed by the various existing classifications. As a rule, these variations accord with real differences in the conditions of sale and distribution, though it is not easy to trace the connection in some instances.

The competition of carriers operating under diverse classifications has exercised appreciable influence upon the relations of carload minima to car capacities. The point at which the carload minimum is fixed is obviously a matter of great interest both to carrier and shipper. The higher that the minimum can be fixed without retardation of the flow of traffic, the more economically the carrier is able to handle the traffic. To the shipper, on the other hand, the high minimum may mean traffic restriction, on account of his enforced resort to the higher rates of the less-than-carload schedule, or, if not that, greater complications in the sale and distribution of his product. The average shipper is therefore in favor of a low minimum. The interests of the shipper and the railway are, in this matter, apparently in opposition.<sup>5</sup> To move a given body of traffic, the railway would prefer large, heavily loaded cars and few of them, the shipper small, lightly loaded cars and many of them. The case, however, is not quite as simple as this, inasmuch as the large shippers are more favorably disposed toward the large car with high minimum than the small shipper, on

<sup>5</sup> Dewsnap, E. R., *Freight Car Efficiency*, Proceedings of Western Railway Club (1908).

account of the fact that such a minimum is likely to handicap their smaller competitors. Of course, in so far as the benefit of permanent operating economies is distributable to the customers of the railway in the form of reduced rates, the large car and the high minimum load, favoring, as they do, more economical handling, are of ultimate advantage to the shipper, but, here again, the smaller shippers, unable to make use of carload rates by reason of the high minima, are still handicapped, and the larger shippers secure the benefits of the reduction. The danger of pushing requirements based on operating considerations to a point where they oppose perfectly free competition needs to be borne in mind.

*(d) Spread Between C. L. and L. C. L. Ratings*

The previous discussion calls our attention, very naturally, to another important feature in the determination of classification ratings, namely, the spread that should be allowed between carload and less-than-carload ratings. In Opinion No. 2110, *In the matter of the Suspension of Western Classification No. 51*, Commissioner Meyer urges the establishment of just relations between carload and less-than-carload quantities in accordance with some consistent principle. "All the different factors which enter into the establishment of a rate," he says, "should be considered in the establishment of this classification and tariff schedule relationship. One of these elements which appears to be overlooked so frequently is the difference in the cost to the carriers of conducting the carload and the less-than-carload traffic. This cost should be ascertained as accurately as possible, and due weight given to it in determining the classification and rates for

less-than-carload quantities as compared with carload quantities."<sup>6</sup>

The language of the Commissioner would seem to indicate that just relations between carload and less-than-carload ratings are attained only when differences between the two ratings are equalized with the actual differences in cost of operation.

## 2. CARLOAD MIXTURES

A question of considerable practical importance in the fixing of carload ratings is the liberality that should be shown in the treatment of carload mixtures. The railroads of the Official and the Western classification territories, respectively, have viewed the matter very differently, as pointed out in a previous chapter. In the hearing before the Commission regarding the suspension of Western Classification No. 51, a most animated discussion took place with reference to the propriety and desirability of inserting in that classification a general permission for mixtures such as is granted by Rule 10 of the Official Classification. The arguments advanced pro and con are worth repetition. They are given, fortunately, in epitomized form in the decision of the Commission, No. 2110, from which the following is taken:

In support of the rule it was alleged that from a transportation standpoint not a single objection can be raised to a carload rate for mixed carloads. It was asserted that a carload rate is fundamentally a quantity rate based on economy in handling, that this is the only factor to be considered in making a carload rate, and that this economy is as absolutely a factor in the handling of a mixed carload of two or more commodities as it

<sup>6</sup> 25 I. C. C. Rep., 467.

is in the handling of a carload of one commodity. The miscellaneous nature of the contents of the car, point of origin, point of delivery, ownership of contents, how, where, or by whom sold or bought, whether manufactured, bought, or sold by one or more parties, whether one party or another is permitted to sell or buy were declared not proper factors to consider in the making of a carload rate nor in the granting of the privilege of mixing a carload of various commodities at a carload rate. Mixed carloads were declared to be, in fact, carloads, and therefore entitled to a carload rate.

From a commercial standpoint it was argued that the objectors to the rule are not entitled to an adjustment of rates and application of rules that will afford them protection against outside competition, that rates should not be built on the theory that they are entitled to a monopoly of the trade in their section.

It was further contended that to allow one shipper to mix one class of goods and not to allow another shipper to mix another kind of goods, provided both shipments come under the well-established rule that justifies the making of carload rates—namely, economy in handling—constitutes a discrimination. Specific mixtures are generally especially suited to certain interests and may not meet the needs and requirements of other shippers and receivers of freight.

It was stated that there is no substantial difference between the equipment of western roads and roads operating in official classification territory where the rule has been in force for a long time, without any apparent hardship to the carriers, such as would result from nonintelligent or extraordinary mixtures, necessitating the use of expensive equipment for articles which should move in cheap cars.

It was further stated that it should be borne in mind that the rate and the minimum must be taken together, and that the highest rate and the proper minimum are actually paid by the shipper, and that the shipment is entitled to a carload rate even where the commodity, which governs as to rate and minimum, constitutes but a small portion of the carload. In supplement 8 to official classification No. 38 the rule has been amended as shown above so as to require that the commodity which shall

govern as to rate and minimum shall equal at least 10 per cent. of the entire shipment. It is alleged, however, that such a provision would exclude the privilege of mixing in many instances when it ought to be accorded.

In regard to the centralization of distribution, feared by the opponents of the rule, it was asserted that there is no territory where industry and commerce are more equally and properly divided and disbursed than in Ohio, Indiana, Michigan, and those states which grew under the mixed-carload rule.

\* \* \* \* \*

Opponents of the rule alleged that the present specific mixtures do not necessitate the employment of any different equipment than would be employed if you shipped each of the component parts in that mixture by straight carloads, but that under the proposed rule the carrier may be required to accept any mixture which the most extraordinary shipper may thrust upon it, such as would necessitate putting a commodity which ought to go into a cheap car in an expensive car. The mixture of furniture and pig iron was used as an illustration. To require a carrier to use more expensive equipment than is necessary was declared to be virtually lowering his rate on the article so transported, in that its earnings are decreased.

The non-intelligent mixture, such as would increase the carriers' risk, due to damage to freight, was mentioned as another reason for not allowing absolute freedom of mixtures. While it was recognized that such mixtures would seldom occur, it was argued that a rule should not be so formed as to give anyone the power to perpetrate a wrong, even though it be improbable that this power be exercised.

It is often contended that the rule under consideration is unfair, in that the shipper, by loading a less quantity than the prescribed minimum of commodity taking a higher rate but lower minimum, can secure the shipment at a lower cost than if the lower rate and its minimum or the less-than-carload charge were applied.

In answer to the argument that the denial of universal mixture would result in discrimination, it was stated that those who feel themselves discriminated against have the privilege of

appealing to the carriers or to the Commission, in the proper way, to have formulated a specific mixture rule that will cover their situation.

The opponents of the rule further stated that its application to western territory would result in a concentration of distribution for the entire western country at Chicago.

Emphasis was laid on the fact that the Commission is not formulating rules as it would if it were beginning with a virgin situation, entirely untrammeled by any preexisting conditions, but that we are dealing with a mass of rates that have already been established and with communities which have grown up under certain conditions. With the building of the west distributors have come westward, great business and great establishments have been erected and have their foundation in the transportation situation that has prevailed. Disastrous effects would result to the trade of these western jobbers, it was asserted, if the rule were applied.

From an economic standpoint, it was argued that it is to the best interests of society that each community should have within it all the elements necessary to its well-being, and that consequently too great concentration of distribution is undesirable, even though such concentration might result in lower prices.

The conclusion of the Commission on the matter was as follows:

Considering the facts of record and giving due weight to the arguments on both sides, we express the view that the somewhat general restriction and elimination of mixtures in No. 51 was a mistake and contrary to the best interests of the carriers themselves as well as of the public. In many former proceedings our attention has been forcefully directed to expensive terminals which carriers are obliged to maintain, especially in large cities. A great proportion of such terminal properties is devoted to freight service. Great warehouses and correspondingly expensive loading platforms and accessory facilities are given up to less-than-carload shipments. Every consolidation of these individual packages, or groups of packages, into carload quantities saves not only storage and handling facilities but

also car space. The latter is especially important during times of car shortage. The committee which worked out No. 51, even though it nowhere expresses it in so many words, was obviously aiming constantly at a better utilization of car space. A liberalization of mixtures in the classification and the resulting consolidation of small shipments into carload lots will tend directly to a better utilization of car space and the saving of investments in railway terminals and their operation.<sup>7</sup>

Without denying the correctness of the general attitude of the Commission on this point, one may be allowed to doubt whether its argument in support of the same is particularly impressive. How far a better utilization of car space is actually secured by the mixture, provision is not shown convincingly. To the extent to which the application of the rule means the conversion of minimum carloads into capacity carloads, or, at any rate, loads nearer to capacity, the contention of the Commission must be accepted. But this represents only a part of the field of operation of the rule, the greatest usefulness of which to the shipper consists in the permission it gives to make carload consignments (minimum ones possibly) out of what would otherwise be entirely less-than-carload shipments. Certainly, more carloads are thus provided, yet it is somewhat of an open question whether the cars employed are more effectively utilized than where the freight, as less-than-carload consignments, is passed over the platforms of the freight houses. And it goes without saying that unclassified statistics of the average lading of carload shipments and of less-than-carload shipments do not prove anything. Moreover, when loading and unloading delays are taken into account, as surely they

<sup>7</sup> 25 I. C. C. Rep., 469-471.

should in considering the effective use of car space, this part of the argument of the Commission does not gain in strength.

As regards economy in the matter of freight terminal expenditures, it would be interesting to have data as to the extent to which the operation of Official Rule 10 has enabled these expenditures to be curtailed. Generally speaking, such facilities are not so finely adjusted to the traffic that the withdrawal of what would hardly be likely to be a heavy proportion of the total less-than-carload traffic would much reduce capital terminal expenses. Unless the Commission is so optimistic as to anticipate the development of a system of forwarding agencies, taking over practically the whole of the freight at present handled over the platforms, freight stations of some sort would still have to be provided, and team-track accommodation would have to be expanded, so that the saving in dollars and cents might very easily turn out to be disappointing in amount.

It would have been more satisfactory to have had the Commission frankly base the entire argument on the best interests of the public, though, even from this point of view, there is room for difference of opinion. With the privilege of mixing, the small jobber at the provincial distributing point is better able to compete with the large jobber. Where straight loads alone are given carload ratings, the former is at a very decided disadvantage. Where the jobbing trade has been one of direct relationship of jobbers at a central distributing point, say Chicago, to retailers at provincial points the putting into effect of a universal mixture rule will tend to change the nature of the trade and lead to the establishment of local jobbers in places of advantageous situation. There may

be still further readjustments of trade. The Chicago jobber has built up his trade with the retailers probably on the basis of the carload rate from New York to Chicago plus the less-than-carload rate from Chicago to the retailers. But the local jobbers may now find it more convenient to ship his mixed carloads not from Chicago but from New York. There may be a transfer of trade from Chicago to New York in those lines of jobbing in which the carload-mixture privilege can be used effectively.

### 3. PACKING REQUIREMENTS

Even in a brief treatment of the principles of classification, some reference to packing requirements is desirable, for these are playing an important part in present classification practice. Poor methods of packing are of much concern to the carriers, affecting them in four important ways: (1) in the case of less-than-carload shipments, they increase the difficulty of handling the commodity, in loading and stowing into car, in unloading and storing; (2) they increase the risk of damage; (3) they reduce the effective utilization of car capacity; and (4) they thereby cause a reduction of gross revenue earnable, as well as, by reason of (1) and (2), an increase of operating expenditures.

In the decision of the Commission on Western Classification No. 51, it is stated that "The propriety of increasing the rating upon an article when it is offered loose or in bundles with practically no protection as compared with the rating of the same commodity when boxed or otherwise fully protected cannot be questioned. A package which is less desirable from a transportation standpoint deserves to be given a higher rating than

one which is more desirable. The approval of this rule, however, does not sanction disproportionate and arbitrary increases in the rating of an article when offered in a less desirable package. There should be some relation between the increased rating and the increase in the risk, difficulty of handling, and other proper considerations.”<sup>8</sup>

Whatever basis may be adopted for the distribution of commodities among the various groups of a classification, the differentiation of the grouping of the same commodity accordingly as it is more or less conveniently and securely packed seems reasonable. Undoubtedly, arbitrary distinctions should not be made, though it is not always easy to be quite confident of the precise interval of grouping that is justified by the conditions. Certainly, in the more complicated cases, some latitude of adjustment needs to be left to the carriers, and the proper interval determined by the results of experience.

#### 4. GENERAL PROBLEMS

Before closing this chapter, some reference to the more general aspects of the problem of freight classification is desirable.

“Classification is an art or a science in itself,” the Interstate Commerce Commission<sup>9</sup> has recently said. Certainly, in the history of classification practice, the art of compromise has been much in evidence. It would not be a great violation of truth to say that the freight classifications of this country have been built up without very consistent application of any fixed principle. Classifica-

<sup>8</sup> 25 I. C. C. Rep., 608.

<sup>9</sup> 25 I. C. C. Rep., 453.

tion and rate systems have been plastic. A system has been crudely arranged to suit passing needs, has been changed here and there, one time or another, to suit economic exigencies; the product of expediency, it has become inevitably a complex of compromises underlying which it would be difficult indeed to trace a theoretically scientific adjustment. The considerations of value of service and cost of service so often described as the bases of classification are not infrequently antagonistic to each other. The carriers have been anxious to classify the articles of transport in such a way as to favor a maximum revenue, and, in attempting to do this, they have naturally paid especial attention to the values and uses of commodities. But the group assignments that would have been made if these considerations alone had governed the classification have often been disturbed by the competition of carriers with one another in the haulage of particular commodities, this being particularly obvious where such carriers have operated under differing classifications. Modifications have also been brought about by consideration of the industrial relations of commodities. The group assignment of an article in the unmanufactured state has been influenced by the traffic possibilities of the finished product.

Undoubtedly, the value of the service of transportation in one form or another has influenced the construction of classifications markedly. Its application, however, has not been regarded very favorably by the public, which has demanded an adjustment based on some other consideration than that of the carriers' income. This adjustment has been provided by a modification of the grouping, made with regard to the cost of the service rendered by the carriers in the transportation of specific commodities.

While there would be a certain coincidence between one grouping of commodities on the basis of value of service and another on the basis of cost of service, numerous points of conflict are inevitable. In practice, it works out generally that, while the general location of the commodity is determined by value of service, the precise group to which it is assigned is fixed by reference to cost of service. Of course, cost of service is not capable of such determination as would provide a logically defensible basis for a classification of any refinement of grouping. As indicated in a previous part of the present discussion, its application can be only of the most approximate character.

The weights that should be assigned to the various factors of cost are not self-apparent. Take a common case such as the following: There are two commodities, one of a market value of \$100, of fairly fragile nature, occupying 8 cubic feet of space, and moving in considerable volume, the other of a value of \$55, not very fragile, occupying 15 cubic feet of space, and moving in very restricted volume. Shall they be placed in the same group? If not, how many groups apart? There is no easy mathematical or logical solution of such a problem, no scientific formulae or rules which can be used to establish an undeniably correct grouping. Scientific rating in such cases is more of an aspiration than of a reality, in spite of the most learned consideration upon the balancing of the various factors involved. Cross classifications are never very remarkable for their logic. What is done is to assign articles of similar freight characteristics to the same classes. Of course, logically it would still be necessary to justify the grouping with reference to other commodities until finally some fundamental principles of assignment were reached.

Many of the attempts to justify ratings consist of a reference to other commodities. In classification adjustment, nothing is easier than to reason in a circle. But such refinement of logic can be dispensed with.

Freight classification originated in a haphazard sort of way, and, in rough and ready fashion, it has been hewed and trimmed into shape to fit in with the business requirements of the time moderately well. The process has been unscientific, but, though economic expediency has been, at bottom, the guiding principle, the product embodies a great deal of experience. It is, perhaps, neither one thing nor another, but it represents a working compromise between the various interests involved. The trimming will always have to be continued, and, at present, there is no evidence of the development of tools of precision with which to do it. Probably, the end of economic justice is to be met approximately by an acceptance of the past results of classification adjustment as, in general, satisfactory, needing only a smoothing out of the rough ends, which can be managed, sufficiently well for practical purposes, by an application of the method of analogy with a judicious but not over-nice regard to the direct expenses of handling. "Classification," said the Interstate Commerce Commission in *Forest City Freight Bureau v. A. A. R. R. Co.*, "is not an exact science, nor may the rating accorded a particular article be determined alone by the yardstick, the scales, and the dollar \* \* \*. At best it is but a grouping, and when the approximation resulting from it is not found to cause the exaction of an unreasonable or discriminatory charge it will not be disturbed."<sup>10</sup>

<sup>10</sup> 18 I. C. C. Rep., 205.

## TEST QUESTIONS

These questions are for the student to use in testing his knowledge of the assignment. The answers should be written out, but are not to be sent to the University.

1. What are the purposes of exceptions?
2. By whom are the Exceptions to the Official Classification published?
3. Where are the Exceptions to the Southern Classification to be found?
4. Who publishes most of the Exceptions to the Western Classification?
5. What states prescribe classifications?
6. Give in a general way the changes from classification conditions that may be provided by exceptions to the classification.
7. Into how many sections are classifications divided?
8. Under what two denominations may an article be found in the index to a classification?
9. In making a shipment of paintings, what information must be given when shipping subject to the Official Classification?
10. If an article does not appear in the classification under the name by which it is commonly known, how might you find the proper classification to apply? Give three examples.
11. (a) By whom are classifications issued? (b) Where are the headquarters of the Official, Western, and Southern classifications, respectively?
12. Give briefly the procedure to be followed in getting a classification committee to establish a rating upon a specified article.
13. Mention briefly some of the matters taken into consideration by the classification committees in establishing a rating.
14. Give the approximate number of items appearing in the Official, Western, and Southern classifications, respectively.
15. Give briefly the difficulties that have been experienced in the past in bringing about a uniform classification.
16. What did Commissioner Meyer say as to the necessity of keeping classification and revenue independent of each other in establishing a uniform classification?

17. How does the Interstate Commerce Commission seem to think that uniformity must be brought about?
18. What percentage of the items appearing in each of the three interstate classifications was recommended by the Uniform Classification Committee?
19. In what five ways must the three territorial classifications be remodeled to bring about uniformity?
20. Discuss very briefly what the Interstate Commerce Commission has said, in its various reports, as to a uniform classification.
21. On what principle has the Interstate Commerce Commission upheld the making of different ratings for carload and less-than-carload quantities of freight?
22. Give briefly what Commissioner Meyer has said as to when a commodity is entitled to a carload rating.
23. Discuss briefly how minimum carload weights are established.
24. What did Commissioner Meyer say as to the method of establishing the difference between carload and less-than-carload ratings?
25. Discuss briefly what the Interstate Commerce Commission has said as to the allowing of carload mixtures.
26. In what four ways do methods of packing materially affect the carriers?
27. Discuss very briefly the general problems of freight classification.

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## APPENDIX A

### SECTION 6 OF THE ACT TO REGULATE COMMERCE RELATIVE TO THE PUBLICATION AND FILING OF CLASSIFICA- TIONS AND TARIFFS

SEC. 6. (*Amended March 2, 1889. Following section substituted June 29, 1906. Amended June 18, 1910, and August 24, 1912.*) That every common carrier subject to the provisions of this Act shall file with the Commission created by this Act and print and keep open to public inspection schedules showing all the rates, fares, and charges for transportation between different points on its own route and between points on its own route and points on the route of any other carrier by railroad, by pipe line, or by water when a through route and joint rate have been established. If no joint rate over the through route has been established, the several carriers in such through route shall file, print and keep open to public inspection as aforesaid, the separately established rates, fares and charges applied to the through transportation. The schedules printed as aforesaid by any such common carrier shall plainly state the places between which property and passengers will be carried, and shall contain the classification of freight in force, and

Printing and  
posting of  
schedules of  
rates, fares, and  
charges includ-  
ing rules and  
regulations af-  
fecting the  
same, icing, stor-  
age, and termin-  
al charges,  
and freight  
classifications.

shall also state separately all terminal charges, storage charges, icing charges, and all other charges which the Commission may require, all privileges or facilities granted or allowed and any rules or regulations which in any wise change, affect, or determine any part or the aggregate of such aforesaid rates, fares, and charges, or the value of the service rendered to the passenger, shipper, or consignee. Such schedules shall be plainly printed in large type, and copies for the use of the public shall be kept posted in two public and conspicuous places in every depot, station, or office of such carrier where passengers or freight, respectively, are received for transportation, in such form that they shall be accessible to the public and can be conveniently inspected. The provisions of this section shall apply to all traffic, transportation, and facilities defined in this Act.

**Printing and posting of schedules of rates on freight carried through a foreign country.**

Any common carrier subject to the provisions of this Act receiving freight in the United States to be carried through a foreign country to any place in the United States shall also in like manner print and keep open to public inspection, at every depot or office where such freight is received for shipment, schedules showing the through rates established and charged by such common carrier to all points in the United States beyond the foreign country to which it accepts freight for shipment; and any freight shipped from the United States through a foreign country into the United States the through rate on which shall not have been made public, as required by this Act, shall, before it is admitted into the United States from said foreign country, be subject to customs duties as if said freight were of foreign production.

**Thirty days' public notice of change in rates must be given.**

No change shall be made in the rates, fares, and charges or joint rates, fares, and charges which have been filed and published by any common carrier in compliance with the requirements of this section, except after thirty days' notice to the Commission and to the public published as aforesaid, which shall plainly state the changes proposed to be made in the schedule then in force and the time when the changed rates, fares, or charges will go into effect; and the proposed changes shall be shown by printing new schedules, or shall be plainly indicated upon the schedules in force at the time and kept open to public inspection: *Provided*, That the Commission may, in its discretion and for good cause shown, allow changes upon

less than the notice herein specified, or modify the requirements of this section in respect to publishing, posting, and filing of tariffs, either in particular instances or by a general order applicable to special or peculiar circumstances or conditions.

The names of the several carriers which are parties to any joint tariff shall be specified therein, and each of the parties thereto, other than the one filing the same, shall file with the Commission such evidence of concurrence therein or acceptance thereof as may be required or approved by the Commission, and where such evidence of concurrence or acceptance is filed it shall not be necessary for the carriers filing the same to also file copies of the tariffs in which they are named as parties.

Every common carrier subject to this Act shall also file with said Commission copies of all contracts, agreements, or arrangements with other common carriers in relation to any traffic affected by the provisions of this Act to which it may be a party.

The Commission may determine and prescribe the form in which the schedules required by this section to be kept open to public inspection shall be prepared and arranged and may change the form from time to time as shall be found expedient.

No carrier, unless otherwise provided by this Act, shall engage or participate in the transportation of passengers or property, as defined in this Act, unless the rates, fares, and charges upon which the same are transported by said carrier have been filed and published in accordance with the provisions of this Act; nor shall any carrier charge or demand or collect or receive a greater or less or different compensation for such transportation of passengers or property, or for any service in connection therewith, between the points named in such tariffs than the rates, fares, and charges which are specified in the tariff filed and in effect at the time; nor shall any carrier refund or remit in any manner or by any device any portion of the rates, fares, and charges so specified, nor extend to any shipper or person any privileges or facilities in the transportation of passengers or property, except such as are specified in such tariffs: *Provided*, That wherever the word "carrier" occurs in this Act it shall be held to mean "common carrier."

**Preference and expedition of military traffic in time of war.** That in time of war or threatened war preference and precedence shall, upon the demand of the President of the United States, be given, over all other traffic, to the

transportation of troops and material of war, and carriers shall adopt every means within their control to facilitate and expedite the military traffic.

**Amendment of June 18, 1910.** The Commission may reject and refuse to file any schedule that is tendered for filing which does not provide and give lawful notice of its effective date, and any

**Commission schedule so rejected by the Commission shall be void and use.** certain schedule may be rejected and its use shall be unlawful.

In case of failure or refusal on the part of any carrier, receiver, or trustee to comply with the terms of any regulation adopted and promulgated or any order made by the Commission under the provisions of this section, such

**Penalty for failure to comply with regulation.** carrier, receiver, or trustee shall be liable to a penalty of five hundred dollars for each such offense, and twenty-five dollars for each and every day of the continuance of such offense, which shall accrue to the United States and may be recovered in a civil action brought by the United States.

**Carrier to furnish written statement of rate.** If any common carrier subject to the provisions of this Act, after written request made upon the agent of such

carrier hereinafter in this section referred to, by any person or company for a written statement of the rate or charge applicable to a described shipment between stated places under the schedules or tariffs to which such carrier is a party, shall refuse or omit to give such written statement within a reasonable time, or shall misstate in writing the applicable rate, and if the person or company making such request suffers damage in consequence of such refusal or omission or in consequence of the mis-

**Penalty for misstatement of rate.** statement of the rate, either through making the shipment over a line or route for which the proper rate is

higher than the rate over another available line or route, or through entering into any sale or other contract whereunder such person or company obligates himself or itself to make such shipment of freight at his or its cost, then the said carrier shall be liable to a penalty of two hundred and fifty dollars, which shall accrue to the United States and may be recovered in a civil action brought by the United States.

**Name of carrier's agent to be posted.** It shall be the duty of every carrier by railroad to keep at all times conspicuously posted in every station where

freight is received for transportation the name of an agent resident in the city, village, or town where such station is located, to whom application may be made for the information by this section required to be furnished on written request; and in case any carrier shall fail at any time to have such name so posted in any station, it shall be sufficient to address such request in substantially the following form: "The Station Agent of the \_\_\_\_\_ Company at \_\_\_\_\_ Station," together with the name of the proper post office, inserting the name of the carrier company and of the station in the blanks, and to serve the same by depositing the request so addressed, with postage thereon prepaid, in any post office.

When property may be or is transported from point to point in the United States by rail and water through the <sup>Amendment of August 24, 1912.</sup> Panama Canal or otherwise, the transportation being by a common carrier or carriers, and not entirely within the limits of a single State, the Interstate Commerce Commission shall have jurisdiction of such transportation and of the carriers, both by rail and by water, which may or do engage in the same, in the following particulars, in addition to the jurisdiction given by the Act to regulate commerce, as amended June eighteenth, nineteen hundred and ten:

(a) To establish physical connection between the lines of the rail carrier and the dock of the water carrier by directing the rail carrier to make suitable connection between its line and a track or tracks which have been constructed from the dock to the limits of its right of way, or by directing either or both the rail and water carrier, individually or in connection with one another, to construct and connect with the lines of the rail carrier a spur track or tracks to the dock. This provision shall only apply where such connection is reasonably practicable, can be made with safety to the public, and where the amount of business to be handled is sufficient to justify the outlay.

The Commission shall have full authority to determine the terms and conditions upon which these connecting tracks, when constructed, shall be operated, and it may, either in the construction or the operation of such tracks, determine what sum shall be paid to or by either carrier. The provisions of this paragraph shall extend to cases

Commission  
has jurisdiction  
over rail  
and water traffic  
in certain  
particulars.

Physical con-  
nection be-  
tween rail lines  
and dock of  
water carriers

Commission  
may determine  
terms and con-  
ditions of con-  
struction and  
operation.

## APPENDIX

where the dock is owned by other parties than the carrier involved.

Through routes and joint rates between rail and water carriers.

(b) To establish through routes and maximum joint rates between and over such rail and water lines, and to determine all the terms and conditions under which such lines shall be operated in the handling of the traffic embraced.

Proportional rates to and from ports.

(c) To establish maximum proportional rates by rail to and from the ports to which the traffic is brought, or from which it is taken by the water carrier, and to determine to what traffic and in connection with what vessels and upon what terms and conditions such rates shall apply. By proportional rates are meant those which differ from the corresponding local rates to and from the port and which apply only to traffic which has been brought to the port or is carried from the port by a common carrier by water.

Through routes and joint rates between rail and water carriers from a port in the United States to a foreign country via Canal.

(d) If any rail carrier subject to the Act to regulate commerce enters into arrangements with any water carrier operating from a port in the United States to a foreign country, through the Panama Canal or otherwise, for the handling of through business between interior points of the United States and such foreign country, the Interstate Commerce Commission may require such railway to enter into similar arrangements with any or all other lines of steamships operating from said port to the same foreign country.

Proceedings before the Commission to enforce these amendments.

The orders of the Interstate Commerce Commission relating to this section shall only be made upon formal complaint or in proceedings instituted by the Commission of its own motion and after full hearing. The orders provided for in the two amendments to the Act to regulate commerce enacted in this section shall be served in the same manner and enforced by the same penalties and proceedings as are the orders of the Commission made under the provisions of section fifteen of the Act to regulate commerce, as amended June eighteenth, nineteen hundred and ten, and they may be conditioned for the payment of any sum or the giving of security for the payment of any sum or the discharge of any obligation which may be required by the terms of said order.

## APPENDIX B

### 1. PACKAGE SPECIFICATIONS

#### SOUTHERN CLASSIFICATION

##### RULE 8.

Section 1. Articles will not be accepted unless in such condition and so prepared for shipment as to render the transportation thereof reasonably safe and practicable.

Section 2. Freight will be accepted only when the containers are of sufficient strength and security to afford reasonable and proper protection to the freight which the containers enclose.

Section 3. Articles for which containers are specified must be enclosed by the containers so that no ends or other parts protrude, unless otherwise provided in the separate description of articles.

Section 4. Articles that are easily broken must be protected by packing material within the container to prevent breakage.

Section 5. All containers must be strongly made from material of sufficient strength to protect the articles against ordinary risks of transportation, and must also conform to the specifications of this Rule. Special conditions respecting the construction of containers, shown in the separate descriptions of articles, must be observed.

Section 6. BOXES must be made of Iron or Steel, not less than 16 gauge U. S. Standard, or of Wood, except as provided in Rule 9, Section A, with solid or closely fitted sides, ends, tops and bottoms, securely fastened. Wooden boxes of unusual size or carrying unusual weight must be strapped or be reinforced by cleats.

Section 7. CRATES must be made of Wood, protecting contents on sides, ends, top and bottom, so that no part will protrude. Crates must hold contents securely in place and be so constructed that the freight may be taken into and out of the car or vessel within the crate. Surfaces liable to be damaged must be fully protected. Pieces forming the crates must be of sound material, free from defects that materially lessen their strength. Crates of unusual size or carrying unusual weight must be strapped or be reinforced by cleats placed diagonally. Crates in circular form must be reinforced at ends by metal or wooden hoops securely fastened to the package.

Section 8. (a) PAILS, FIRKINS, KITS AND TUBS must be made of Wood or entirely of Iron or Steel, except as provided in Rule 9 (Section C) and:

##### (b) When made of Iron or Steel, Tops must fit closely, and

Must be secured by crimping into the sides; or by one or more iron or steel clamps extending across the tops and securely clamped to opposite sides; or securely clamped to sides by not less than four iron or steel clamps or lugs; or when Friction Tops are used they must be completely and securely set in place and tightly clamped to sides by not less than two iron or steel clamps or lugs; or

##### (c) When made of Wood, Heading or Tops must be solid or closely fitted, and

Heading must be held securely in grooves (crozes) by hoops; or heading must rest on shoulder and be glued to sides and shoulder and be further secured by hoops; or top nailed to sides and with two or more metal straps or wires crossing at center of top, encircling the package; or top

Freight must be properly prepared.

Freight in insecure packages not accepted.

Freight must be enclosed by container.

Fragile article to be packed.

Construction of containers.

Box specifications.

Crate specifications.

Specifications for pails, firkins, kits and tubs.

Securing tops for iron or steel pails, etc.

Securing wooden tops on wooden pails, etc.

## APPENDIX

## RULE 8.—Continued.

nailed to sides, and with two or more metal straps or wires crossing at center of top, with ends of straps or wires brought over and secured to the hoops, sides or bottom; or top nailed to sides and with three or more bands riveted at the center of top and ends brought over and secured to the hoops, sides or bottom; or top nailed to sides and held tightly in place by a metal hoop not less than one inch in width crimped into or over the edge of the top, and crimped into or nailed to the sides; or when made of oak, ash or gum; with wooden tops nailed to staves with not less than six indented wire mails,  $1\frac{1}{2}$  inches long and reinforced with not less than six metal clamps driven into tops and sides, the points of the clamps to be not less than one-half inch in length, containers will be accepted, or

## (d) When made of Wood with Metal Tops,

Top must have flange closely fitting over the edge of the side, and be nailed to side, nails not to be more than five (5) inches apart.

(e) Wooden Tubs not conforming to requirements of Section 8 (c) or (d) must have heading not less than one-half ( $\frac{1}{2}$ ) inch in thickness, secured by two battens extending completely across the head and the ends of battens must be nailed to sides of tub.

Section 9. (a) Unless otherwise provided in the separate description of articles, the rates and ratings on freight in barrels will also apply on such freight in hogsheads, pipes, puncheons, tierces, casks, drums (see Section 10 of this rule), half-barrels, quarter-barrels, sixth-barrels, eighth-barrels or kegs.

**BARRELS, CASKS, HOGSHEADS, KEGS, TIERCES AND SIMILAR CONTAINERS OTHER THAN DRUMS, must be made of Iron, Steel or Wood.**

## (b) When made of Wood, must have solid or closely fitted Heads, and

## (c) Heads must be held securely in grooves (cores) by hoops; or

(d) When containers are used for articles not liable to loss from leakage or sifting, and heading is one-half ( $\frac{1}{2}$ ) inch or more in thickness, heads may be counter-sunk but must be secured by two or more battens extending completely across the head, and the ends of the battens nailed to the sides of the containers, or held in place by head lining.

Section 10. (a) The "Drum" referred to in this Rule and in package specifications is a straight sided cylindrical container without bilge, with ends (heads) of equal diameter and with or without bail or handle.

DRUMS must be made of Iron, Steel or Wood, except as provided in Rule 9 (b), or in the separate descriptions of articles.

## (b) When made of Wood:

Must not be used as containers for inflammable articles and acids, as defined by the Interstate Commerce Commission Regulations for the transportation of dangerous articles other than explosives.

Nor for liquids that are solvents of the material used to make the drum waterproof.

## (c) When used for other than dry articles, must be water tight, and

(d) Sides (Shells) must be made of three or more plies of Veneer, having a total thickness of not less than one-fourth ( $\frac{1}{4}$ ) inch; each ply must overlap the other so as to distribute the seams, and plies must be firmly glued together cross grain; and

(e) Ends must be not less than one-half ( $\frac{1}{2}$ ) inch in thickness, made of one piece of sound wood free from defects, or of three or more plies of Veneer firmly glued together cross grain; and

(f) Ends must be set in tightly and securely glued to the sides, and further secured by metal or wooden hoops encircling the drum and fastened by nails, not more than six inches apart, driven through the sides into the edges of the ends. Openings in ends must be closed by tight-fitting bungs securely glued.

## (g) When used for dry articles:

(h) Drums with hoops, must have sides not less than one-fourth ( $\frac{1}{4}$ ) inch in thickness, except as provided in paragraph (j) of this section. Sides must be made of sound wood free from defects that materially lessen its strength, or of two or more plies of Veneer securely fastened together cross grain.

Note. Provided the wooden hoops are fastened to the drum by staples not more than four inches apart, staples running through the hoop and all plies of veneer and clinched on the inside and each ply of veneer overlapping the other so as to distribute the seams, the veneer need not be cross grain.

Metal or wooden hoops must completely encircle the drum and be firmly attached to the sides not more than six inches apart; and

Binding metal tops on wooden puncheons, etc.

Exception for wooden tubs.

Application of barrel ratings.

Specifications for barrels, etc.

Heads of barrels, etc.

"Drum" defined.

Use restricted.

Specifications, Drums for other than dry articles.

Fastening ends.

Specifications, Drums for dry articles.

Drums with hoops.

## RULE 8—Continued.

(i) Ends must be securely held in place by complete hoops, nailed tightly to the inside of the shell, above and below the ends.

(j) When drums are made of Beech, Elm or hard Maple, the requirements of paragraph (h) may be varied from as follows:

If the diameter of the drum does not exceed seventeen (17) inches, the sides must be not less than one-sixth ( $\frac{1}{6}$ ) inch in thickness.

If the diameter of the drum exceeds seventeen (17) inches, the sides must be not less than one-fifth ( $\frac{1}{5}$ ) inch in thickness. Plies of sides need not be cross grain if joints overlap.

(k) Drums without hoops, must have sides made of three or more plies of Veneer, having a total thickness of not less than one-fourth ( $\frac{1}{4}$ ) inch; each ply must overlap the other so as to distribute the seams and plies must be firmly glued together cross grain; and

(l) Ends must be not less than one-half ( $\frac{1}{2}$ ) inch in thickness, made of one piece of sound wood free from defects, or of three or more plies of Veneer firmly glued together cross grain, and must be nailed to sides and strapped as required for pails in Section 8 (c) of this Rule, or glued and nailed securely to the sides.

Openings in ends must be closed by tight-fitting bungs securely glued and further secured by nails, staples or straps.

(m) Drums conforming to specifications of paragraphs (d), (e) and (f) of this Section may also be used for dry articles.

Fastening ends.

Drums without hoops.

Fastening end.

Specifications for jacketed metal cans.

## Section 11. JACKETED METAL CANS:

(a) The Metal Can partially jacketed must have Iron, Steel or Wooden Jacket, covering sides and bottom.

(b) The Metal Can completely jacketed must have Iron, Steel or Wooden Jacket, completely covering the can except the mouth.

(c) The Wooden Jacket must have thickness of not less than one-twelfth ( $\frac{1}{12}$ ) inch for side and not less than one-fourth ( $\frac{1}{4}$ ) inch for top and bottom, except as provided in Section 10 (d), and be reinforced with not less than two metal or wooden hoops, except that when the Jacket is made in box form and of sound wood not less than three-eighths ( $\frac{3}{8}$ ) inch in thickness, hoops will not be required.

(d) If metal or wooden side is attached to the bottom or top of the jacket by nails or staples, the bottom and top must have thickness of not less than three-eighths ( $\frac{3}{8}$ ) inch.

(e) The seams of cans must be securely soldered or welded.

(f) Freight in cans of less than one (1) gallon capacity will not be accepted for transportation unless enclosed in barrels, boxes or crates as provided in the separate description of articles.

Jacketed cans less than one (1) gallon capacity.

Specifications for packing glass carboys.

Specifications for bags.

Section 12. GLASS CARBOYS. The Carboy must be completely enclosed in a wooden box and so cushioned by packing material that the glass will not come in contact with the wooden covering, except that if the neck projects it must be protected on all sides by a wooden or metal hood securely attached to the box. When the hood is attached with nails or screws they must not come in contact with the body of the Carboy.

Section 13. BAGS must be made of cloth, unless otherwise provided in the separate description of articles, and be sufficiently strong and so closely woven and stitched as to carry contents safely and prevent sifting.

## 2. PASTEBORD, PULPBOARD, OR STRAWBOARD BOXES

### Western Classification

#### RULE 42

Fibreboard, Pulpboard or Strawboard boxes.

Section 1. (a) Unless otherwise provided, ratings on articles in Wooden Boxes will apply on the same articles in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes, with or without wooden frames, provided the following requirements and specifications are fully complied with:

(b) Subject to the provisions of Rule 8, Section 2, and unless otherwise provided in separate description of articles, when the requirements and specifications of Rule 42 are not fully complied with, the freight rates on articles in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes with or without wooden frames, shall be increased 20%, with a minimum increase of 2 cents per 100 lbs., above the rates applicable on such articles in boxes that do comply with the requirements and specifications of Rule 42.

Specifications for three-ply or more Fibreboard or Pulpboard Boxes without Frames.

Weight limit 40 lbs

Section 2. (a) Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Boxes, without frames, must be three ply or more, all plies firmly glued together, the outer ply waterproofed and no single ply less than .016 of an inch in thickness; and

(b) When the combined board is not less than .060 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or

Weight limit 65 lbs.

(c) When the combined board is not less than .080 of an inch in thickness, having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule; or

Weight limit 90 lbs.

(d) When the combined board is not less than .100 of an inch in thickness, having a resistance of not less than 275 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see Sections 6, 7, 8, 9 and 11 of this Rule.

Specifications for Double-Faced Corrugated Strawboard Boxes without Frames.

Weight Limit 40 lbs.

Section 3. (a) Double-Faced Corrugated Strawboard used in making Double-Faced Corrugated Strawboard Boxes, without frames, must be made of corrugated strawboard with outer and inner facings of fibreboard or pulpboard, both facings having proper bending qualities, firmly glued to the corrugated sheet and the outer facing waterproofed; and

(b) When the outer facing is not less than .016 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .016 of an inch in thickness, having a resistance of not less than 65 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 175 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 60 inches, the gross weight of the box and its contents shall not exceed 40 pounds, see Sections 6, 7, 8, 10 and 11 of this Rule; or

Weight Limit 65 lbs.

(c) When the outer facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, and the inner facing is not less than .018 of an inch in thickness, having a resistance of not less than 85 pounds to the square inch, Mullen Test, the combined board having a resistance of not less than 200 pounds to the square inch, Mullen Test, and the outside dimensions of the box, length, width and depth added, do not exceed 65 inches, the gross weight of the box and its contents shall not exceed 65 pounds, see Sections 6, 7, 8, 10 and 11 of this Rule; or

Double Boxes, Weight Limit 90 lbs.

(d) When two complete Double-Faced Corrugated Strawboard boxes, one fitted closely inside the other and each box made of Double-Faced Corrugated Strawboard fully complying with the requirements and specifications shown in Section 3 (a) and (b) of this Rule, are used and the outside dimensions of the box, length, width and depth added, do not exceed 70 inches, the gross weight of the box and its contents shall not exceed 90 pounds, see Sections 6, 7, 8, 10 and 11 of this Rule.

Specifications for Single-Ply Fibreboard or Pulpboard Boxes with Wooden Frames.

Section 4. (a) Single Ply Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Boxes with wooden frames, must have the outer surface waterproofed; and

## RULE 42—Continued

(b) When the single ply board is not less than .060 of an inch in thickness, having a resistance of not less than 225 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than  $\frac{1}{2}$  by  $\frac{1}{2}$  inches, or  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches, with cross strips not less than  $\frac{1}{2}$  by  $\frac{1}{2}$  inches, or  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 50 pounds, see Sections 5, 6, 7 and 8 of this Rule; or

(c) When the single ply board is not less than .060 of an inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches, or  $\frac{1}{2}$  by 2 inches, with cross strips not less than  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches, or  $\frac{1}{2}$  by 2 inches and not more than 14 inches apart, the gross weight of the box and its contents shall not exceed 100 pounds, see Sections 5, 6, 7 and 8 of this Rule; or

(d) When the single ply board is not less than .080 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, all sides, top and bottom of the box being completely surrounded by a wooden frame made of strips not less than  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches, with cross strips not less than  $\frac{1}{2}$  by  $1\frac{1}{2}$  inches and not more than 12 inches apart, the gross weight of the box and its contents shall not exceed 200 pounds, see Sections 5, 6, 7 and 8 of this Rule.

Section 5. (a) Three Ply or more Fibreboard or Pulpboard, or Double-Faced Corrugated Strawboard may be used in the construction of Fibreboard, Pulpboard or Strawboard Boxes with wooden frames, provided:

(b) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (b), or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (b), is used in making wooden frame boxes as specified in Section 4 (a) and (b) of this Rule. The gross weight of the box and its contents shall not exceed 50 pounds.

(c) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (c), or Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (c), is used in making wooden frame boxes as specified in Section 4 (a) and (c) of this Rule. The gross weight of the box and its contents shall not exceed 100 pounds.

(d) That three ply or more Fibreboard or Pulpboard as specified in Section 2 (a) and (d), or double thickness of Double-Faced Corrugated Strawboard as specified in Section 3 (a) and (b) is used in making wooden frame boxes as specified in Section 4 (a) and (d) of this Rule. The gross weight of the box and its contents shall not exceed 200 pounds.

Section 6. All articles (except as provided for by Section 7) liable to loss from sifting or leakage must be in cans, cartons or other receptacles, so packed in the box as to completely fill it.

Section 7. (a) Glassware, other fragile articles or articles packed in glass or earthenware in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes:

(b) When the gross weight of the package exceeds 65 pounds, will not be accepted for transportation.

(c) Liquids in glass or earthenware containers, exceeding one quart measure, will not be accepted for transportation in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard Boxes.

(d) Glassware or other fragile articles, when gross weight of the box and its contents does not exceed 30 pounds, must be enclosed in corrugated strawboard or cork lined paper wrappers or separated by double-faced corrugated strawboard or tight fitting flexible wooden partitions and so packed in the box as to completely fill it.

(e) Glassware or other fragile articles, when gross weight of the box and its contents is over 30 pounds, but not exceeding 65 pounds (See Section 7 (a) and (b).) must be enclosed in corrugated strawboard or cork lined paper wrappers or separated by double-faced corrugated strawboard or tight fitting flexible wooden partitions and so packed in the box as to completely fill it, and all sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (d) of this Rule are used.

Weight Limit 50 lbs.

Weight limit 100 lbs.

Weight Limit 200 lbs.

Specifications for Strawboard or Three Ply or more Fibreboard or Pulpboard Boxes with Wooden Frames.

Weight Limit 50 lbs.

Weight Limit 100 lbs.

Weight Limit 200 lbs.

Packing requirements against sifting.

Packing requirements for fragile articles.

Weight limit (fragile articles) 65 lbs.

Liquids in glass or earthenware containers exceeding one quart measure.

Packing requirements fragile articles, not exceeding 30 lbs.

Packing requirements fragile articles, over 30 lbs., but not exceeding 65 lbs.

Packing Requirements, Articles in Glass or Earthenware, not exceeding 30 lbs.

Packing Requirements, Articles in Glass or Earthenware, over 30 lbs., but not exceeding 65 lbs.

Certificate of Box Maker.

For Boxes complying with Section 2 of this Rule.

For Boxes complying with Section 3 (a), (b) and (c) of this Rule.

### RULE 42—Continued

(f) When articles are packed in glass or earthenware and the weight of the box and its contents does not exceed 30 pounds, each bottle, jar or similar receptacle must be enclosed in single-faced corrugated strawboard or cork lined paper wrappers and so packed as to completely fill the box, or separated by tight fitting double-faced corrugated strawboard or flexible wooden partitions touching all sides, top and bottom of the box. All sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3-(a) and (d) of this Rule are used, or when the inner flaps of boxes meet and the outer flaps meet or overlap 2 inches or more, such surfaces need not be lined.

(g) When articles are packed in glass or earthenware and the weight of the box and its contents is over 30 pounds, but not exceeding 65 pounds (See Section 7 (b) ), each bottle, jar or similar receptacle must be separated by tight fitting double-faced corrugated strawboard or flexible wooden partitions touching all sides, top and bottom of the box. All sides, top and bottom of box must be lined with double-faced corrugated strawboard unless double corrugated strawboard boxes as described in Section 3 (a) and (d) of this Rule are used.

Section 8. (a) All Fibreboard, Pulpboard, or Double-Faced Corrugated Strawboard Boxes, with or without wooden frames, that are made to conform to the requirements and specifications of this Rule, must bear certificate of box maker, labeled, printed or stamped in ink, showing that the boxes do so conform; this certificate to be not less than  $2\frac{1}{2} \times 4$  inches, and to be a facsimile of the following in form, and style of type and wording:

(Name and address of box maker, and figures showing thickness, resistance, dimension limit and gross weight limit, to be inserted by box maker.)

<b>CERTIFICATE OF BOX MAKER</b>		
THIS BOX IS MADE OF THREE PLY OR MORE FIBREBOARD OR PULPBOARD, OUTER PLY WATERPROOFED		
THICKNESS NOT LESS THAN	EACH PLY.....	INCH
	COMBINED BOARD.....	INCH
RESISTANCE (MULLEN TEST)		
COMBINED BOARD.....	LBS. PER SQ. INCH.	
DIMENSION LIMIT:		
LENGTH, WIDTH AND DEPTH ADDED.....	INCHES	
GROSS WEIGHT LIMIT.....	POUNDS	
★.....		

4. Insert box maker's name and address

<b>CERTIFICATE OF BOX MAKER</b>		
THIS BOX IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD		
THICKNESS	OUTER FACE WATERPROOFED.....	INCH
NOT LESS THAN	INNER FACE.....	INCH
RESISTANCE (MULLEN TEST)	OUTER FACE.....	LBS. PER SQ. INCH
	INNER FACE.....	LBS. PER SQ. INCH
	COMBINED BOARD.....	LBS. PER SQ. INCH
DIMENSION LIMIT:		
LENGTH, WIDTH AND DEPTH ADDED.....	INCHES	
GROSS WEIGHT LIMIT.....	POUNDS	
★.....		

4. Insert box maker's name and address

## RULE 42—Continued

## CERTIFICATE OF BOX MAKER

THIS IS A DOUBLE BOX  
EACH BOX IS MADE OF DOUBLE FACED CORRUGATED  
STRAWBOARD

THICKNESS      OUTER FACE WATERPROOFED... .016 INCH  
NOT LESS THAN INNER FACE ..... .016 INCH

RESISTANCE      OUTER FACE..... 85 LBS. PER SQ. INCH  
INNER FACE..... 65 LBS. PER SQ. INCH  
COMBINED BOARD..... 175 LBS. PER SQ. INCH

DIMENSION LIMIT:  
LENGTH, WIDTH AND DEPTH ADDED..... 70 INCHES  
GROSS WEIGHT LIMIT..... 90 POUNDS

For Boxes complying  
with Section 3  
(a) and (d) of this  
Rule.



\* Insert box maker's name and address

## CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX  
IS MADE OF SINGLE PLY FIBREBOARD OR PULPBOARD,  
OUTER SURFACE WATERPROOFED

THICKNESS NOT LESS THAN..... INCH  
RESISTANCE (MULLEN TEST)..... LBS. PER SQ. INCH  
FRAME CROSS STRIPS NOT LESS THAN..... INCH BY..... INCH  
CROSS PIECES SPACED NOT MORE THAN..... INCHES  
GROSS WEIGHT LIMIT..... POUNDS

For Single Ply  
Fibreboard or  
Pulpboard Wooden  
Frame Boxes com-  
plying with Sec-  
tion 4 of this Rule.



\* Insert box maker's name and address

## CERTIFICATE OF BOX MAKER

THIS WOODEN FRAME BOX  
IS MADE OF DOUBLE FACED CORRUGATED STRAWBOARD

THICKNESS      OUTER FACE WATERPROOFED..... INCH  
NOT LESS THAN INNER FACE ..... INCH

RESISTANCE      OUTER FACE..... LBS. PER SQ. INCH  
INNER FACE..... LBS. PER SQ. INCH  
COMBINED BOARD..... LBS. PER SQ. INCH

FRAME CROSS STRIPS NOT LESS THAN..... INCH BY..... INCH  
CROSS PIECES SPACED NOT MORE THAN..... INCHES  
GROSS WEIGHT LIMIT..... POUNDS

For Corrugated  
Strawboard Wood-  
en Frame Boxes  
complying with  
section 5 (a), (b)  
and (c) of this  
Rule.



## RULE 42—Continued

**CERTIFICATE OF BOX MAKER**

THIS WOODEN FRAME BOX IS  
MADE OF THREE PLY OR MORE FIBREBOARD OR PULP-  
BOARD, OUTER PLY WATERPROOFED.

THICKNESS NOT LESS THAN EACH PLY..... INCH  
(COMBINED BOARD)..... INCH

## RESISTANCE (MULLEN TEST):

COMBINED BOARD....., LBS. PER SQ. INCH

GROSS WEIGHT LIMIT....., POUNDS

★.....

4. Insert box maker's name and address

**CERTIFICATE OF BOX MAKER**

THIS WOODEN FRAME BOX  
IS MADE OF TWO THICKNESSES OF  
DOUBLE FACED CORRUGATED STRAWBOARD

EACH THICKNESS (OUTER FACE WATERPROOFED) .016 INCH  
NOT LESS THAN (INNER FACE) ..... .016 INCH

RESISTANCE OF (OUTER FACE) ..... 85 LBS. PER SQ. INCH  
EACH THICKNESS (INNER FACE) ..... 65 LBS. PER SQ. INCH  
(MULLEN TEST) (COMBINED BOARD) 75 LBS. PER SQ. INCH

GROSS WEIGHT LIMIT....., 200 POUNDS

★.....

5. Insert box maker's name and address

(b) Boxes must also show description of contents.

(c) When shipments are tendered for transportation in Fibreboard, Pulpboard or Double-Faced Corrugated Strawboard boxes conforming to the requirements and specifications of this Rule, the shipper must certify on shipping orders and bills of lading as follows:

"The fibre boxes used for this shipment conform to the specifications set forth in the box maker's certificate thereon, and all other requirements of Rule 42 of Western Classification."

Section 9 (a) Joints or seams of boxes, made of Fibreboard or Pulpboard as specified in Section 2 of this Rule, must be secured as follows:

(b) The sides of the box forming the joint or seam must lap not less than  $1\frac{1}{2}$  inches and be firmly glued together throughout the entire area of contact and when the joint or seam is over 18 inches in length a metal rivet, staple or stitch must also be placed at each end of the joint or seam; or

(c) The sides of the box forming the joint or seam must lap not less than  $1\frac{1}{2}$  inches and be fastened together with metal rivets, staples or stitches not more than 3 inches apart, but when the length of the joint or seam is more than 18 inches, the metal rivets, staples or stitches must not be more than  $2\frac{1}{2}$  inches apart.

For Three Ply or  
more Fibreboard or  
Pulpboard Wooden  
Frame Boxes com-  
plying with Sec-  
tion 5 (a), (b), (c)  
or (d) of this Rule.

For Double  
Thickness Double  
Faced Corrugated  
Strawboard Boxes  
with W o o d e n  
Frames complying  
with Section 5 (a)  
and (d) of this  
Rule.

Boxes to show de-  
scription of con-  
tents.

Reference to Rule  
on Shipping Orders  
and Bills of Lading.

Joint or Seam Con-  
struction for Fibre-  
board or Pulp  
board Boxes

Lapped Joint or  
Seam Glued.

Lapped Joint or  
Seam stitched.

## RULE 42—Continued

Section 10. Joints or seams of boxes, made of Double-Faced Corrugated Strawboard, as specified in Section 3 of this Rule, must join and be secured together by a cloth or paper sealing strip not less than two inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, extending the entire length of the joint or seam and firmly glued to the box.

Section 11. (a) Boxes, without wooden frames, must have all outer joints, openings or seams that are not secured as provided by Sections 9, 10 and 12, tightly closed as follows:

(b) All sealing strips must be made of paper having a resistance of not less than 60 pounds to the square inch, Mullen Test, must be 2 inches or more in width, the ends must lap  $2\frac{1}{2}$  inches or more over the sides or ends of the box and must be firmly glued to all surfaces with which they come in contact; and

(c) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact; or all outer joints, openings or seams must be completely covered with sealing strips, except as provided in Section 11 (f); or

(d) When the ends of the inner flaps of boxes are not more than 6 inches apart, and the ends of the outer flaps overlap less than 2 inches, all flaps must be firmly glued to each other throughout the entire area of contact and the joint or seam made by the end of the outer flap must be completely covered with a sealing strip, except as provided in Section 11 (f); or

(e) When the ends of the inner flaps of boxes are more than 6 inches apart, and the ends of the outer flaps meet making a close joint or seam, or overlap 2 inches or more, all flaps must be firmly glued to each other throughout the entire area of contact and each joint or seam made by the ends of the outer flaps must be completely covered with a sealing strip and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 11 (f); or all outer joints, openings or seams must be sealed with sealing strips and then reinforced with a sealing strip placed at right angles across the middle of each joint or seam made by the ends of the outer flaps, except as provided in Section 11 (f).

(f) When two opposite flaps of boxes completely overlap each other and all flaps are firmly glued to each other throughout the entire area of contact sealing strips will not be required; or when the outer flaps of boxes meet but do not completely overlap and a liner of double-faced corrugated strawboard extending to both sides and ends of the box is placed inside the flaps, and the liner and all flaps are glued to each other throughout the entire area of contact, sealing strips will not be required. Or when boxes are constructed with four flaps on each end and the flaps are secured by a screw and cap, the neck projecting from the inside through each flap and the cap punctured through neck so that it cannot be unscrewed, sealing strips will not be required; or when the ends of boxes are recessed, and a wooden frame made of strips not less than  $\frac{1}{2} \times 1$  inch is set inside the recess, and the tops, bottoms and sides are encircled by metal bands fastened with nails not more than 2 inches apart driven through strap and board into the frame, and the ends of metal bands secured by metal rivet, sealing strips will not be required.

(g) When boxes are constructed with four flaps on each end the flaps overlapping each other 2 inches or more and are secured by metal staples or stitches not more than 2 inches apart, ends must be sealed to sides by sealing strips.

(h) The flaps must not project over the sides of box.

Section 12. (a) Telescope Boxes must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must extend entirely to the bottom of the box and the top must remain perfectly flat; the cover must be sealed to the bottom of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 2 by 6 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test.

(b) Two piece boxes other than Telescope Boxes (see Section 12 (a)) must be securely tied with heavy cord or tape completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; the cover must be sealed to the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 4 by 8 inches in size, and to have a resistance of not less than 60 pounds to the square inch, Mullen Test, or the tying will not be required if the cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the

Joint or Seam Construction for Strawboard Boxes.

Outer Joints, Openings or Seams must be tightly closed.

Requirements and specifications for Sealing Strips.

Glued Flaps or Sealing Strips required.

Glued Flaps and Sealing Strips, required.

Glued Flaps and Sealing Strips with reinforcement or Sealing Strips with reinforcement, required.

Sealing Strips not required.

Stapled or Stitched Flaps.

Flaps Must Not Project Over Sides.

Sealing and Tying Telescope Fibreboard, Pulpboard or Strawboard Boxes.

Sealing and Tying Two-piece Fibreboard, Pulpboard or Strawboard boxes.

## RULE 42—Continued

entire area of contact and a paper sealing strip not less than 4 inches in width and having resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.

(c) Three piece boxes must be securely tied with heavy cord or tape, completely encircling the box at least once around the ends and once around the sides, securely knotted at each crossing; each cover must be sealed to the sides of the box at opposite sides with not less than two paper seals; seals to bear identification marks, to be not less than 4 by 8 inches in size and to have a resistance of not less than 60 pounds to the square inch, Mullen Test; or the tying will not be required if each cover extends not less than three inches over the sides and ends of the box, is firmly glued to the sides and ends of the box throughout the entire area of contact and a paper sealing strip not less than 4 inches in width and having a resistance of not less than 60 pounds to the square inch, Mullen Test, completely covers and is firmly glued over all outer joints, openings or seams.

(d) Triple Slide Boxes must have the top and bottom of the inner slide firmly glued to the outer tube of the box throughout the entire area of contact.

Section 13. (a) Subject to the provisions of Rule 8, Section 2, and unless otherwise provided in separate description of articles, when the following requirements and specifications are fully complied with, articles, except as provided in Section 13(e):

(b) When shipped in Fibreboard or Pulpboard Drums (see Section 13 (d)) will be rated the same as if shipped in Wooden Drums; or

(c) When shipped in Fibreboard or Pulpboard Pails (see Section 13 (d)) will be rated the same as if shipped in Wooden Pails.

(d) The cylindrical container having either diameter or height of more than 15 inches (outside measurement) will be considered a Drum. The cylindrical container having both diameter and height of 15 inches or less each (outside measurement) will be considered a Pail.

(e) Glassware, other fragile articles, articles packed in glass or earthenware, liquids and articles that are not dry, will not be accepted for transportation in Fibreboard or Pulpboard Drums or Pails.

(f) Subject to the provisions of Rule 8, Section 2, and unless otherwise provided in separate descriptions of articles, when the requirements and specifications of Rule 42 are not fully complied with, the freight rates on articles in Fibreboard or Pulpboard Drums or Pails shall be increased 20%, with a minimum increase of 2 cents per 100 pounds above the rates applicable on such articles in Drums or Pails that do comply with the requirements and specifications of Rule 42.

Section 14. (a) Fibreboard or Pulpboard used in making Fibreboard or Pulpboard Drums or Pails may be single ply with the outer surface water-proofed or if more than single ply must have all plies firmly glued together, the outer ply water-proofed and no single ply less than .016 of an inch in thickness; and

(b) When the single ply or combined board in the body, bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and in the rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test (except as provided in Section 14 (d)) the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds, see Sections 15, 16, 17 and 18 of this Rule; or

(c) When the single ply or combined board in the body, bottom and top is not less than .110 of an inch in thickness, having a resistance of not less than 375 pounds to the square inch, Mullen Test, and in the rims not less than .100 inch in thickness, having a resistance of not less than 250 pounds to the square inch, Mullen Test, the gross weight of the Drum or Pail and its contents shall not exceed 90 pounds, see Sections 15, 16, 17 and 18 of this Rule; or

(d) When the single ply or combined board, in the body and rims is not less than .080 of an inch in thickness, having a resistance of not less than 175 pounds to the square inch, Mullen Test, and in the bottom and top is not less than .100 of an inch in thickness, having a resistance of not less than 300 pounds to the square inch, Mullen Test, and the rims of the bottom and top meet, completely covering the body, the gross weight of the Drum or Pail and its contents shall not exceed 55 pounds, see Sections 15, 16, 17 and 18 of this Rule.

Section 15. Articles, except as provided for by Section 13 (e), liable to loss from sifting or leakage must be in bags, cans or cartons or the Drum or Pail must be lined with tough paper or cloth; articles must be so packed in the Drum or Pail as to completely fill it.

Sealing and Tying  
Three-piece  
Fibreboard,  
Pulpboard or  
Strawboard box  
etc.

Gluing triple-slide  
Fibreboard, Pulp-  
board or Straw-  
board Boxes.

Fibreboard or  
Pulpboard Pails or  
Drums.

Wooden Drum rat-  
ing.

Wooden Pail rat-  
ing.

Measurement of  
Drum or Pail.

Exception to Glass-  
ware, etc.

Shipments in  
Drums or Pails not  
meeting require-  
ments.

Specifications for  
Fibreboard or  
Pulpboard Drums  
or Pails.

Weight limit 55  
lbs.

Weight limit 90  
lbs.

Weight limit 55  
lbs. when rims of  
top and bottom  
meet.

Packing require-  
ments against sift-  
ing or leakage.

## RULE 42—Continued

Section 16. (a) All Fibreboard or Pulpboard Drums or Pails that are made to conform to the requirements and specifications of this Rule, must bear certificate of Drum or Pail maker, labeled, printed or stamped in ink, showing that the Drums or Pails do so conform; this certificate to be not less than  $2\frac{1}{2}$  by 4 inches, and to be a facsimile of the following in form and style of type and wording:

CERTIFICATE OF DRUM OR PAIL MAKER		
THIS	IS MADE OF	
FIBREBOARD OR PULPBOARD, OUTER SURFACE OR PLY WATERPROOFED		
THICKNESS NOT LESS THAN	TOP AND BOTTOM BODY RIMS EACH PLY	INCH INCH INCH INCH
RESISTANCE (MULLEN TEST) SINGLE PLY OR COMBINED BOARD	TOP AND BOTTOM BODY RIMS	PER SQ. INCH PER SQ. INCH PER SQ. INCH
DIMENSIONS: HEIGHT GROSS WEIGHT LIMIT	INCHES	DIAMETER POUNDS
★.....		

1. Insert Drum or Pail, as the case may be  
 2. Insert the number of plies  
 3. Insert the drum or pail maker's name and address

Certificate of  
Drum or Pail  
maker.

Certificate for  
Drums or Pails  
complying with  
Section 14.

(b) Drums or Pails must also show description of contents.

(c) When shipments are tendered for transportation in Fibreboard or Pulpboard Drums or Pails conforming to the requirements and specifications of this Rule, the shipper must certify on shipping orders and bills of lading as follows:

"The fibre drums or pails used for this shipment conform to the specifications set forth in the drum or pail maker's certificate thereon, and all other requirements of Rule 42 of Western Classification."

Section 17. The Fibreboard or Pulpboard forming the bodies of the Drums or Pails must lap at the joint or seam not less than 2 inches and be firmly glued together throughout the entire area of contact, and the joint or seam must be reinforced between the rims by metal rivets, staples or stitches, at intervals of not more than 6 inches.

Section 18. (a) The bottoms and tops of Drums or Pails must be made with rims 2 inches or over in depth, and overlap bodies the entire depth of rim; and

(b) Bottoms must be firmly glued to the bodies throughout the entire area of contact and reinforced by not less than 3 metal rivets, staples or stitches, firmly clinched on inside; and

(c) Tops must be firmly glued to the bodies throughout the entire area of contact and sealed with four seals, not less than 2 by 6 inches in size, made of paper having a resistance of not less than 60 pounds to the square inch, Mullen Test; seals must extend not less than two inches below the rim and must be firmly glued throughout the entire area of contact.

Drums or Pails  
to show descrip-  
tion of contents.

Reference to Rule  
on Shipping Orders  
and Bills of Lading.

Joint or Seam  
Construction for  
Fibreboard or  
Pulpboard Drums  
or Pails.

Construction  
of tops and bot-  
toms.

Bottoms to be  
glued and riveted  
to body.

Tops to be glued  
and sealed to body.

# APPENDIX C

## MINIMUM CARLOAD WEIGHTS

### WESTERN CLASSIFICATION

#### RULE 6-B

**Minimum weights  
on light and bulky  
freight.**

B. Section 1. Minimum weights provided in this Classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, as "subject to Rule 6-B," whether loaded in box cars or on open cars.

Section 2. Upon such light and bulky articles, the standard car will be 36 feet in length, inside measurement, 3% per foot to be added for each foot in excess of 36 feet, and 3% per foot to be deducted for each foot less than 36 feet, with a minimum of 91%, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded.

Table showing minimum C. L. weights applicable under Rule 6-B, (see preceding page), to light and bulky freight shipped in cars of different lengths (inside dimensions).

Length of car (Dimensions inclusive)	33 ft. 6 in. and under	Over 33 ft. 6 in. to and inc. 34 ft. 6 in.	Over 34 ft. 6 in. to and inc. 35 ft. 6 in.	Over 35 ft. 6 in. to and inc. 36 ft. 6 in.	Over 36 ft. 6 in. to and inc. 37 ft. 6 in.	Over 37 ft. 6 in. to and inc. 38 ft. 6 in.
<b>Minimum weights</b>	<b>91%</b>	<b>94%</b>	<b>97%</b>	<b>100%</b>	<b>103%</b>	<b>106%</b>
5,000 lbs.	4,450	4,700	4,850	5,000	5,150	5,300
8,000 "	7,280	7,520	7,760	8,000	8,240	8,480
9,000 "	8,100	8,400	8,730	9,000	9,270	9,540
10,000 "	9,100	9,400	9,700	10,000	10,300	10,600
11,000 "	10,010	10,340	10,670	11,000	11,330	11,660
12,000 "	10,920	11,250	11,640	12,000	12,360	12,720
14,000 "	12,740	13,160	13,580	14,000	14,420	14,840
15,000 "	13,650	14,100	14,550	15,000	15,450	15,900
16,000 "	14,560	15,040	15,520	16,000	16,480	16,960
18,000 "	16,380	16,920	17,460	18,000	18,540	19,080
20,000 "	18,300	18,800	19,400	20,000	20,600	21,200
22,000 "	20,020	20,680	21,340	22,000	22,860	23,320
24,000 "	21,840	22,560	23,280	24,000	24,730	25,440
30,000 "	27,300	28,200	29,100	30,000	30,900	31,900
Length of Car (Dimensions inclusive)	Over 38 ft. 6 in. to and inc. 39 ft. 6 in.	Over 39 ft. 6 in. to and inc. 40 ft. 6 in.	Over 40 ft. 6 in. to and inc. 41 ft. 6 in.	Over 41 ft. 6 in. to and inc. 42 ft. 6 in.	Over 42 ft. 6 in. to and inc. 43 ft. 6 in.	Over 43 ft. 6 in. to and inc. 44 ft. 6 in.
<b>Minimum weights</b>	<b>109%</b>	<b>112%</b>	<b>115%</b>	<b>118%</b>	<b>121%</b>	<b>124%</b>
5,000 lbs.	5,450	5,600	5,750	5,900	6,050	6,200
8,000 "	8,720	8,960	9,200	9,440	9,680	9,920
9,000 "	9,810	10,080	10,350	10,620	10,890	11,160
10,000 "	10,900	11,200	11,500	11,800	12,100	12,400
11,000 "	11,990	12,320	12,650	12,980	13,310	13,640
12,000 "	13,080	13,440	13,800	14,160	14,520	14,880
14,000 "	15,260	15,680	16,100	16,520	16,940	17,360
15,000 "	16,350	16,800	17,250	17,700	18,150	18,600
16,000 "	17,440	17,920	18,400	18,880	19,360	19,840
18,000 "	19,620	20,160	20,700	21,240	21,780	22,320
20,000 "	21,800	22,400	23,000	23,600	24,200	24,800
22,000 "	23,980	24,640	25,300	25,960	26,620	27,280
24,000 "	26,160	26,880	27,600	28,320	29,040	29,760
30,000 "	32,700	33,600	34,500	35,400	36,300	37,200
Length of Car (Dimensions inclusive)	Over 44 ft. 6 in. to and inc. 45 ft. 6 in.	Over 45 ft. 6 in. to and inc. 46 ft. 6 in.	Over 46 ft. 6 in. to and inc. 47 ft. 6 in.	Over 47 ft. 6 in. to and inc. 48 ft. 6 in.	Over 48 ft. 6 in. to and inc. 49 ft. 6 in.	Over 49 ft. 6 in. to and inc. 50 ft. 6 in.
<b>Minimum weights</b>	<b>127%</b>	<b>130%</b>	<b>133%</b>	<b>136%</b>	<b>139%</b>	<b>142%</b>
5,000 lbs.	6,350	6,500	6,650	6,800	6,950	7,100
8,000 "	10,160	10,400	10,640	10,880	11,120	11,360
9,000 "	11,430	11,700	11,970	12,240	12,510	12,780
10,000 "	12,700	13,000	13,300	13,600	13,900	14,200
11,000 "	13,970	14,300	14,630	14,960	15,290	15,620
12,000 "	15,240	15,600	15,960	16,320	16,680	17,040
14,000 "	17,780	18,200	18,620	19,040	19,460	19,880
15,000 "	19,050	19,500	19,950	20,400	20,850	21,300
16,000 "	20,320	20,800	21,280	21,760	22,240	22,720
18,000 "	22,860	23,400	23,940	24,480	25,020	25,560
20,000 "	25,400	25,000	26,600	27,200	27,800	28,400
22,000 "	27,940	28,600	29,280	29,920	30,580	31,240
24,000 "	30,480	31,200	31,920	32,640	33,360	34,080
30,000 "	38,100	39,000	39,900	40,800	41,700	42,600

## RULE 6-B—Continued

Section 3. When a shipper orders a car 36 feet 6 inches or less in length for articles "subject to Rule 6-B," and the carrier is unable to furnish car of desired length when ordered, a longer car will be furnished under the following conditions:

1st. If the carrier is unable to furnish car of desired length but furnishes a longer car not exceeding 40 feet 6 inches in length, the minimum weight for the car furnished shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

2nd. If the carrier is unable to furnish car of the desired length, or in place thereof a car not exceeding 40 feet 6 inches in length within six (6) days from the date car is ordered, and, after the expiration of such period, furnishes a longer car than ordered, the minimum weight for such car shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car ..... ft. in length ordered by shipper on ..... (date)  
car ..... ft. in length furnished by carrier on ..... (date)  
under Rule 6-B, Western Classification."

Section 4. When a shipper orders a car over 36 feet 6 inches in length for articles "subject to Rule 6-B" and car of the length ordered cannot be furnished within six (6) days after receipt of order (see Note 2), carrier will, after expiration of such period, furnish a longer car or two shorter cars under the following conditions:

1st. If the carrier is unable, within six (6) days after receipt of order (see Note 2), to furnish car of the length ordered, and furnishes a longer car, the minimum weight shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car ..... ft. in length ordered by shipper on ..... (date)  
car ..... ft. in length furnished by carrier on ..... (date)  
under Rule 6-B, Western Classification."

2nd. If the carrier is unable, within six (6) days after receipt of order (see Note 2), to furnish car of the length ordered or a longer car than ordered, and furnishes two shorter cars in place of the car ordered, one of the cars (the longer car of the two if of different lengths) shall be charged the minimum weight fixed for such car (actual or estimated weight if greater), and the remainder of the shipment loaded in or on the other car shall be charged at actual or estimated weight and carload rate, but in no case shall the total weight charged for the two cars be less than the minimum weight fixed for the car ordered.

When two shorter cars are furnished in place of the car ordered, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car ..... ft. in length ordered by shipper on ..... (date)  
two cars ..... ft. and ..... ft. in length furnished by carrier on ..... (date)  
under Rule 6-B, Western Classification."

Section 5. Except when furnished by carrier in place of a shorter car ordered, if a car over 36 feet 6 inches in length is used by shipper for loading articles "subject to Rule 6-B," without previous order having been placed by shipper with carrier for a car of such size, the minimum weight shall be that fixed for the car used.

NOTE 1. The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof, the length shall be computed from the inward side of the ice box.

The platform measurement of flat cars and the inside measurement of other cars must be shown on the manifests and transfer slips to connecting lines.

NOTE 2. Time will be computed from the first day after the day on which order is received by carrier. In computing time, Sundays and legal holidays (national, state and municipal) will be included. When the last day of the six day period is a Sunday or a legal holiday, the day following will be considered the last of the six days. When a legal holiday falls on a Sunday, the following Monday will be treated as a legal holiday.

NOTE 3. When a shipper orders a car of specified length within and including the minimum and maximum lengths for which the same minimum carload weight is provided in table of Section 2, the furnishing by carrier of a car of any length between and including such minimum and maximum lengths will be a fulfillment of shipper's order.

NOTE 4. For dimensions and capacities of cars, see the Official Railway Equipment Register, I. C. C.-R. E. R.-No. 13 (issued by G. P. Conard, Agent), and reissues thereof.

When 36 feet 6 in. car is ordered and carrier furnishes longer car.

When over 36 ft. 6 in. car cannot be furnished and carrier furnishes two shorter cars substituted.

Computation of time.

Lengths between minimum and maximum.

Car dimensions and capacities.

## OFFICIAL CLASSIFICATION

## RULE 27

**Rule 27 (A).** When articles subject to the provisions of this rule are loaded in or on cars 36 feet 6 inches or less in length, they shall be charged at the minimum carload weights specified therefor in the Classification (actual or estimated weight to be charged for when in excess of the minimum weight). Except as provided in sections B and C, if such articles are loaded in or on cars exceeding 36 feet 6 inches in length, the minimum carload weights to be charged shall be as provided in Section F (actual or estimated weight to be charged for when in excess of the minimum weight) (see Note 1).

**(B).** When a shipper orders a car 36 feet 6 inches or less in length for articles "subject to Rule 27," and the carrier is unable to furnish car of desired length when ordered, a longer car will be furnished under the following conditions:

1st. If the carrier is unable to furnish car of desired length but furnishes a longer car not exceeding 40 feet 6 inches in length, the minimum weight for the car furnished shall be that fixed for the car ordered, except that when the loading capacity of the car is used the minimum weight shall be that fixed for the car furnished.

2nd. If the carrier is unable to furnish car of the desired length or in place thereof a car not exceeding 40 feet 6 inches in length within six (6) days from the date car is ordered, and after the expiration of such period furnishes a longer car than ordered, the minimum weight for such car shall be that fixed for the car ordered, except that when the loading capacity of the car is used the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date);

car.....ft. in length furnished by carrier on.....(date)

under Rule 27, Official Classification."

**(C).** When a shipper orders a car over 36 feet 6 inches in length for articles "subject to Rule 27," and car of the length ordered cannot be furnished within six days after receipt of order (see Note 2), carrier will, after expiration of such period, furnish a longer car or two shorter cars under the following conditions:

1st. If the carrier is unable within six days after receipt of order (see Note 2) to furnish car of the length ordered and furnishes a longer car, the minimum weight shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date);

car.....ft. in length furnished by carrier on.....(date)

under Rule 27, Official Classification."

2nd. If the carrier is unable within six days after receipt of order (see Note 2) to furnish car of the length ordered or a longer car than ordered and furnishes two shorter cars in place of the car ordered, one of the cars (the longer car of the two if of different lengths and subject to different minimum carload weights when loaded singly) shall be charged the minimum weight fixed for such car (actual or estimated weight if greater) and the remainder of the shipment loaded in or on the other car shall be charged at actual or estimated weight and carload rate, but in no case shall the total weight charged for the two cars be less than the minimum weight fixed for the car ordered.

When two shorter cars are furnished in place of the car ordered, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date);

two cars.....ft. and.....ft. in length furnished by carrier on.....

.....(date) under Rule 27, Official Classification."

## Rule 27—Continued.

(D). Except when furnished by carrier in place of a shorter car ordered, if a car over 36 feet 6 inches in length is used by shipper for loading articles "subject to Rule 27," without previous order having been placed by shipper with carrier for a car of such size, the minimum weight shall be that fixed for the car used.

(E). Rule 5-C will not apply to articles "subject to Rule 27" unless otherwise provided in the description of such articles in the Classification or in the tariffs of individual carriers.

(F). See Note 3.	WHEN THE MINIMUM CARLOAD WEIGHT PROVIDED IN THE CLASSIFICATION FOR THE ARTICLE SHIPPED IS:				
	24,000 lbs. Charge not less than	22,000 lbs. Charge not less than	20,000 lbs. Charge not less than	18,000 lbs. Charge not less than	16,000 lbs. Charge not less than
Cars over 36 ft. 6 in. and not over 37 ft. 6 in. long	lbs.	lbs.	lbs.	lbs.	lbs.
37 " 6 "	24,720	22,660	20,600	18,540	16,480
38 " 6 "	25,440	23,320	21,200	19,080	16,960
39 " 6 "	26,160	23,980	21,800	19,620	17,440
40 " 6 "	26,880	24,640	22,400	20,160	17,920
41 " 6 "	28,080	25,740	23,400	21,060	18,720
42 " 6 "	29,280	26,840	24,400	21,960	19,520
43 " 6 "	34,080	31,240	28,400	25,560	22,720
46 " 6 "	38,880	35,640	32,400	29,160	25,920
50 " 6 inches in length.....	48,000	44,000	40,000	36,000	32,000
(F). See Note 3.	WHEN THE MINIMUM CARLOAD WEIGHT PROVIDED IN THE CLASSIFICATION FOR THE ARTICLE SHIPPED IS:				
	15,000 lbs. Charge not less than	14,000 lbs. Charge not less than	12,000 lbs. Charge not less than	11,000 lbs. Charge not less than	10,000 lbs. Charge not less than
Cars over 36 ft. 6 in. and not over 37 ft. 6 in. long	lbs.	lbs.	lbs.	lbs.	lbs.
37 " 6 "	15,450	14,420	12,360	11,330	10,300
38 " 6 "	15,900	14,840	12,720	11,660	10,600
39 " 6 "	16,350	15,260	13,080	11,990	10,900
40 " 6 "	16,800	15,680	13,440	12,320	11,260
41 " 6 "	17,550	16,380	14,040	12,870	11,700
42 " 6 "	18,300	17,080	14,640	13,420	12,200
43 " 6 "	21,300	19,880	17,040	15,620	14,200
46 " 6 "	24,300	22,680	19,440	17,820	16,200
50 " 6 inches in length.....	30,000	28,000	24,000	22,000	20,000

Note 1.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof, the length shall be computed from the inward side of the ice box.

The platform measurement of flat cars and the inside measurement of other cars must be shown on manifests and transfer slips to connecting lines.

Note 2.—Time will be computed from the first day after the day on which order is received by carrier. In computing time Sundays and legal holidays (national, state and municipal) will be included. When the last day of the six day period is a Sunday or a legal holiday, the day following will be considered the last of the six days. When a legal holiday falls on a Sunday, the following Monday will be treated as a legal holiday.

Note 3.—When a shipper orders a car of specified length within and including the minimum and maximum lengths for which the same minimum loaded weight is provided in Section F, the furnishing by carrier of a car of any length between and including such minimum and maximum lengths will be a fulfillment of shipper's order.

Note 4.—For dimensions of cars see the Official Railway Equipment Register, L. C. G.-H. B. R. No. 25 and P. S. C.-G. N. Y.-B. R. R. No. 22 (issued by G. P. Conard, Agent) and references thereof.

Subject to the account of carriers indicated by @ on pages 3 to 48.

# SOUTHERN CLASSIFICATION

Minimum carload  
weights.

**Section 1.** Unless otherwise specified in the Classification, the minimum carload weight of all articles shall be 24,000 pounds; or twelve tons, where the rate applies per net or gross ton. When a minimum carload weight of more than 20,000 pounds is specified, such minimum will apply regardless of the length of the car used.

When a minimum carload weight of 20,000 pounds or less is specified, such minimum will apply when cars of 36 feet 6 inches in length or less are used; but when cars exceeding 36 feet 6 inches in length are used, the minimum carload weights shall be increased in accordance with the following table:

LENGTHS OF CARS.	Percentage Increase	When the Minimum Weight provided for the Article Shipped is							
		20,000 lbs. Charge not less than	18,000 lbs. Charge not less than	16,000 lbs. Charge not less than	15,000 lbs. Charge not less than	14,000 lbs. Charge not less than	12,000 lbs. Charge not less than	10,000 lbs. Charge not less than	8,000 lbs. Charge not less than
Over 36 ft. 6 in. and not over 38 ft. 6 in.	10	22,000	19,800	17,600	16,500	15,400	13,200	11,000	8,800
" 38 "	25	25,000	22,500	20,000	18,750	17,500	15,000	12,500	10,000
" 40 "	40	28,000	25,200	22,400	21,000	19,600	16,800	14,000	11,200
" 42 "	44	31,000	27,900	24,500	23,250	21,700	18,600	15,500	12,400
" 44 "	46	33,000	29,700	26,400	24,750	23,100	19,900	16,500	13,200
" 46 "	48	34,000	30,800	27,200	25,500	23,800	20,400	17,000	13,600
" 48 "	50	36,000	32,400	28,800	27,000	25,200	21,600	18,000	14,400
" 50 " in length .....	150	50,000	45,000	40,000	37,500	35,000	30,000	25,000	20,000

Actual weight must be charged for when in excess of the minimum weight.

Live stock in cars  
over 36 ft. 6 in.  
in length.

When Live Stock is loaded in cars over 36 feet 6 inches in length, the per car rates shall be increased in accordance with the following table:

	Percentage.
Cars over 36 feet 6 inches and not over 38 feet 6 inches in length .....	5
" 38 feet 6 inches " 40 feet 6 inches " .....	10
" 40 feet 6 inches " 42 feet 6 inches " .....	25
" 42 feet 6 inches " 44 feet 6 inches .....	35
" 44 feet 6 inches in length .....	40

The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars.

Charges to be  
made on the  
cars over a full  
carload.

**Section 2.** (a) When a lot of freight (not in bulk and not including Live Stock), the specified minimum carload weight for which is more than 20,000 lbs., is offered for shipment on one day, by one consignor, for one consignee and destination, in quantities in excess of the amount that can be loaded into one box, flat or gondola car, the following rules will apply in assessing the charges:

(b) The first car and all succeeding cars, except the last, must be fully loaded, and charged for on basis of carload rate and at actual weight, but at not less than the established minimum weight per car, according to length, for each car used.

(c) The remainder of the consignment, if loaded in one box car, shall be charged for at actual weight and at the carload rate; but if the remainder require a flat or gondola car, it shall be charged for at actual weight, and at the carload rate, subject to a minimum weight of 5,000 lbs.

(d) In all cases the way-bill for the car containing the part lot must give reference to the billing covering the full car, or cars.

(e) The provisions of paragraphs (a), (b), (c) and (d) of Section 2, will not apply on articles for which the specified minimum carload weight is 20,000 lbs. or less, but such articles, when shipped in excess of one full carload, or carloads, shall be charged for, so far as the excess is concerned, as though the excess were a separate shipment.

Dimensions  
requiring  
cars of  
greater  
length  
than can  
be  
furnished  
by  
the  
carrier.

Furnishing  
cars of  
greater  
length  
than re-  
quired to trans-  
port shipments.

Dimensions of  
cars.

**Section 3.** When a shipment, the minimum carload weight for which is 20,000 pounds or less, requires a car, other than a flat, gondola or refrigerator, of greater length than can be furnished by the carrier, two smaller cars may be furnished and revenue assessed upon basis of actual weight of the shipment; but not less than the carload minimum established for a car of the size required.

If the carrier, for its convenience, furnishes a car of greater length than required to transport a shipment, the minimum carload weight for which is 20,000 pounds or less, charges will be assessed at the carload minimum weight provided for a car of size required, but not less than at actual weight at carload rate.

In all such cases, waybills must bear reference to this rule.

For dimensions of flat, gondola, stock or box cars, see the Official Railway Equipment Register No. 1, I. C. C. R. B. R. No. 1 (issued by G. P. Conard, Agent) and re-issues thereof.











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